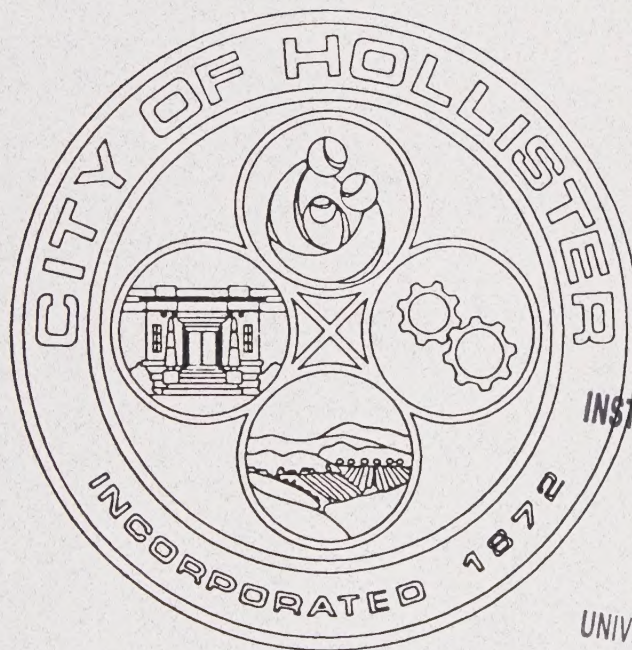


HOLLISTER GENERAL PLAN 1995-2010

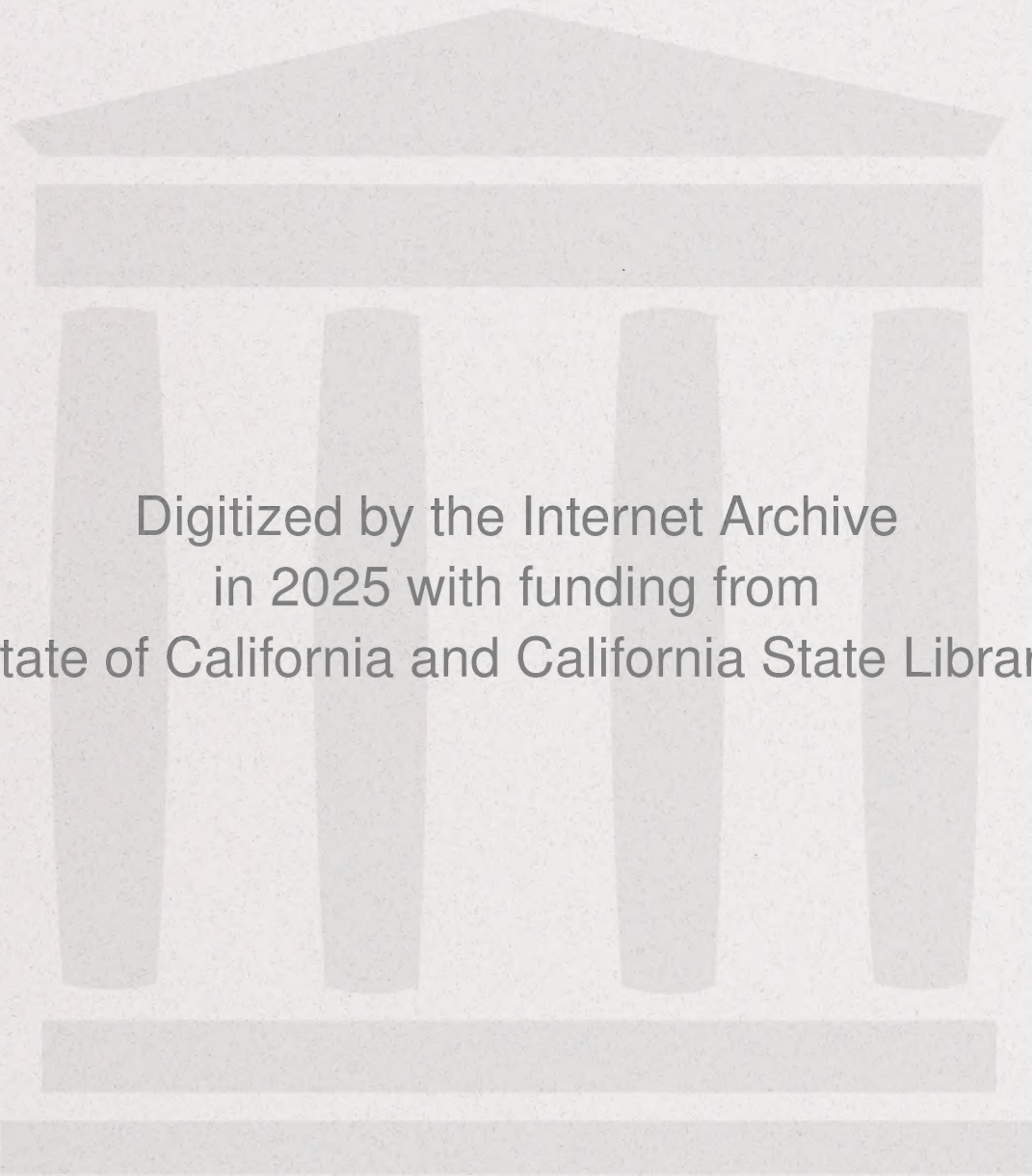


INSTITUTE OF GOVERNMENTAL
STUDIES LIBRARY

MAR 11 1997

UNIVERSITY OF CALIFORNIA

Adopted by City Council Resolution No. 95-156
November 6, 1995



Digitized by the Internet Archive
in 2025 with funding from
State of California and California State Library

<https://archive.org/details/C124916492>

HOLLISTER GENERAL PLAN 1995-2010

General Plan Program

City of Hollister, California

Adopted November 6, 1995
City Council Resolution 95-156

Prepared with the assistance of

DUNCAN & JONES
Urban & Environmental Planning Consultants

in affiliation with

Barton-Aschman Associates
Traffic and Transportation Consultants

Planning Analysis & Development
Environmental Planning Consultants

Mundie & Associates
Land Economics and Fiscal Consultants

San Benito Engineering & Surveying, Inc.
Civil Engineers

PARTICIPANTS IN THE HOLLISTER GENERAL PLAN PROGRAM

Hollister City Council

Current - 1995

Ken Duran - Mayor
Javier Guzman
Joseph Felice

Seth Irish
Richard Boomer

Past Council Members

Greg Camacho-Light (1988-1992)
Dean Hallberg (1986-1994)
Matthew Escover (1988-1992)

Joe Paul Gonzales (1988-1992)
Mary Kuckenbaker (1986-1992)
Ed Johnson (1992)

Hollister Planning Commission

Current - 1995

Raymond Friend
Franz Schneider

Richard Smith
Nancy Foley

Patricia Magee

Past

Gus Gomez (1988-1990)
Karen Hamilton (1984-1991)
Irma Rodriguez (1991-1992)
John Hassler (1991-1993)
David Rodriguez (1992-1993)

Jamillah Grant (1986-1990)
Keith Alipaz (1986-1992)
Joseph Felice (1991-1992)
James Magee (1992-1993)

Citizen's Advisory Committee 1990-1993

Lynn Franklin, Chair
Mike Cullinan
Pat Loe
Franz Schneider
Jim Churchill
Ken Lindsey
Dick Lowry

Carol Ann Serna, Vice Chair
Mike Blackie
Jose T. Rodriguez
Jim Libby
Cesar Flores
Geva Arcanin
Steve Delay

Bob Tiffany
Herb Remus
Aurelio Zuniga
Judy Lopez-Krause
Marchel Nelson
Steve Woolpert

City of Hollister Staff

Stanley Hall - City Manager
Hugh Riley - Former City Manager
Raymond Hetherington - Planning Director
William J. Card, AICP - Senior Planner
Jonnie J. Hanson - Assistant Planner
Carol A. Lenoir - Planning Department Office Technician

CONTENTS

	<u>Page</u>
I. INTRODUCTION	1
A. What is a General Plan?	2
B. General Plan Map and Land Use Designations	4
C. Updating and Amending the General Plan	8
D. Organization of this Report	10
E. Glossary	12
F. Index	12
II. URBAN DEVELOPMENT AND COMMUNITY DESIGN	13
A. Setting	13
B. Projections	17
C. Issues	19
D. Goals	19
E. Policies	19
F. General Plan Map	25
G. Implementation	29
III. NATURAL ENVIRONMENT	33
A. Setting	33
B. Projections	52
C. Issues	57
D. Goals	57
E. Policies	58
F. General Plan Map	64
G. Implementation	65
IV. RESIDENTIAL ENVIRONMENT	69
A. Setting	69
B. Projections	69
C. Issues	70
D. Goals	70
E. Policies	71
F. General Plan Map	73
G. Implementation	76
V. ECONOMIC DEVELOPMENT	79
A. Setting	79
B. Projections	82
C. Issues	83
D. Goals	84
E. Policies	84
F. General Plan Map	88
G. Implementation	92

CONTENTS

	<u>Page</u>
VI. TRANSPORTATION	95
A. Setting	95
B. Projections	97
C. Issues	99
D. Goals	99
E. Policies	100
F. General Plan Map	102
G. Implementation	104
VII. PUBLIC SERVICES AND FACILITIES	107
A. Setting	107
B. Projections	115
C. Issues	119
D. Goals	119
E. Policies	119
F. General Plan Map	124
G. Implementation	125
GLOSSARY	129
INDEX	157

FIGURES

1. General Plan Map	5
2. Relationship Between Required General Plan Elements and the General Plan	10
3. Boundaries Related to the Hollister Planning Area	15
4. Projected Population Growth and Increase in Housing Units in Hollister: 1990-2010	18
5. Designations Applicable to Lands in Proposed Northeast Hollister Area Plan if Area Plan is Not Approved	28
6. Prime Farmlands and Farmlands of Statewide Importance in the Hollister Planning Area	34
7. Mineral Resources of Regional Significance in the Hollister Planning Area	36
8. 100-Year Flood Zones in the Hollister Planning Area	38
9. Alquist-Priolo Fault-Rupture Hazard Zones in the Hollister Planning Area	39
10. Fire Hazard Zones in the Hollister Planning Area	41
11. Noise Contours (1993) in the Hollister Planning Area	45
12. Typical Railroad Noise Exposure Contours for the Gilroy-Hollister Line: 1984	47
13. Hollister Municipal Airport Noise Exposure Contours: 1989	48
14. Potential San Joaquin Kit Fox Habitat in the Hollister Planning Area	51
15. Projected Noise Contours (2010) in the Hollister Planning Area	54
16. Projected Railroad Noise Exposure Contours for the Gilroy-Hollister Line - 2005	55
17. Hollister Municipal Airport Projected Noise Exposure Contours: 2005	56
18. Community Land Use Noise-Compatibility Guidelines	67
19. Comparison of General Plan Residential Densities and Hollister Zoning Ordinance Residential Densities	74
20. Downtown Strategy and Plan Study Area	80
21. San Benito County Projected Non-Farm Employment By Sector, Selected Years: 1995-2010	82
22. Circulation System - Hollister Planning Area	98
23. Parks and Recreational Facilities - Hollister Planning Area	111
24. Public School Facilities - Hollister Planning Area	114

I. INTRODUCTION

The Hollister General Plan Program was designed to provide a comprehensive land use plan for the City of Hollister to replace the Hollister General Plan which was adopted in 1976. The 1995-2010 General Plan as adopted is the culmination of a sequence of eleven reports produced as part of the General Plan Program for the City of Hollister. Prior reports prepared for review in this program have included:

- ◆ Work Program, Schedule of Activities, and Guidelines
- ◆ Issues and Policy Choices
- ◆ Economic Background Report
- ◆ Alternative Scenarios
- ◆ Preliminary Draft General Plan
- ◆ Preliminary Hearing Draft General Plan
- ◆ Hearing Draft General Plan
- ◆ Draft Environmental Impact Report
- ◆ Preliminary Final Hearing Draft General Plan
- ◆ Final Environmental Impact Report
- ◆ Preliminary Final General Plan

The first report described the purpose of the General Plan Program, identified the roles of the participants and outlined the schedule leading to the adoption of the General Plan. The second report was designed to assist participants in defining the policy directions which would be reflected in the Alternative Scenarios document. The Economic Background Report provided information on recent trends in local employment, industrial/commercial activity and housing development in the Hollister area. The Draft Environmental Impact Report evaluated the environmental impacts which would be associated with the implementation of the Hearing Draft General Plan, and the Final Environmental Impact Report provided a response to comments received on the Draft Environmental Impact Report. In addition, the General Plan Program has included an analysis of the opportunities and constraints related to future development within the Hollister Planning Area, and a series of detailed traffic analyses. The Preliminary Draft General Plan, Preliminary Hearing Draft General Plan, Hearing Draft General Plan, Preliminary Final Hearing Draft General Plan and the Preliminary Final General Plan were each designed to provide the basis for discussions which would identify the modifications ultimately to be incorporated into the adopted General Plan document and map.

During the development of the 1995-2010 General Plan, local residents had the opportunity to contribute their views and insights on a number of occasions. The Citizens Advisory Committee (CAC, formed in the spring of 1990) met frequently to discuss General Plan issues and to provide input for the documents prepared as part of the General Plan Program. CAC members provided a wide range of viewpoints regarding the goals and policies to be included in the Hollister General Plan. In addition, several public participation meetings enabled other local residents to express their views on the issues and policies to be addressed in the General Plan. Joint study sessions of the Planning Commission and City Council also provided information which was incorporated into the Preliminary Final General Plan, which was the subject of the City Council and Planning Commission Public Hearings that resulted in the adoption of the General Plan.

I. INTRODUCTION

A. WHAT IS A GENERAL PLAN?

The General Plan is the City's principal policy document for guiding future conservation and overall development of the City of Hollister. It represents an agreement among the citizens of Hollister on basic community values, ideals and aspirations to govern a shared environment. The General Plan is designed to provide a basis for rational decision-making regarding long-term development within the City of Hollister. It is a comprehensive document, intended to provide policy direction to those involved in the development process.

This comprehensive General Plan is geographic, in that it covers the entire Hollister Planning Area, addressing land use concerns beyond the city limits. It also addresses a range of issues that are associated with Hollister's development, including physical, economic and social concerns.

The State of California requires each county and city to adopt a general plan "for the physical development of the county or city, and any land outside its boundaries which...bears relation to its planning." The Hollister General Plan is to act as a "constitution" for development, and will provide the basic foundation for all local land use decisions. No subdivision, parcel map or rezoning can be approved unless it is found to be in harmony with an adopted general plan. Public works projects proposed by local government agencies and special districts must be reviewed by the Hollister Planning Commission and the Hollister City Council to determine their conformance with the General Plan.

Not long ago, local general plans were regarded as merely a set of broad policies that had only a distant relationship to actual development decisions. However, the importance of general plans has been greatly increased over the past twenty years, and an "adequate" general plan can no longer be simply a vague picture of a city's future. Under current law, the Hollister General Plan must be able to provide concrete direction for community decision-making.

In California, state law makes the general plan the foundation and central feature of the local planning process. Each city and county is required to prepare, adopt and maintain a general plan to govern the physical development of all of the land area under its jurisdiction. The purposes which are intended to be served by the Hollister General Plan include:

- The identification of Hollister's physical development goals and goals relating to environmental, economic and other factors.
- The definition of policies for maintaining or improving the character of existing developed uses and for guiding the location and nature of future development, in order to ensure that Hollister's goals are achieved.
- The consideration of all aspects of local conditions within the Hollister Planning Area which affect physical development and change, in order to ensure that problems and opportunities are adequately analyzed and addressed within the context of local, regional, statewide and national goals and policies.
- The provision of information to Hollister residents, business people, property owners and other interested persons about the planning and decision-making process of the local government.

- The description of procedures and measures intended to improve the coordination of local government actions affecting the development of Hollister.

In sum the Hollister General Plan.....

- ◆ Organizes the community desires of Hollister in regard to the physical, social, economic and environmental character of the City;
- ◆ Defines a realistic vision of what the city intends to become during the period to the year 2010 horizon;
- ◆ Charts the course of development that will determine the future character of Hollister and the nature of its environment: and
- ◆ Serves as a collective community memory of issues raised and direction chosen during the process of plan preparation and adoption.

Planning and land use regulation in Hollister stem from the two main legal powers granted to cities and counties by the State Constitution: corporate powers and police powers.

Corporate power provides Hollister with the authority to collect revenues (from bonds, fees, taxes and assessments) and to spend these monies to provide services and facilities (such as roads, water and sewerage facilities, parks, etc.). Police power provides Hollister with the authority to regulate citizen behavior (including the use of private property) in order to promote the health, safety, welfare and morals of the public. Land use planning, zoning, subdivision and building regulation all comprise exercises of Hollister's authorized police power.

The Hollister General Plan, in legal and conceptual terms, will guide the exercise of police power through zoning and subdivision regulation, and the exercise of corporate power through the provision of capital facilities and improvements.

The adoption of the Hollister General Plan is a legislative act, and as such, the General Plan's provisions are subject to the initiative and referendum processes.

A general plan is not a static document. Although the Hollister General Plan is intended to guide development within the Hollister Planning Area through the year 2010, it must be reviewed on a regular basis and revised to reflect new information as it becomes available or as the goals of the community evolve or change. The requirements of law, as well as the day-to-day decision-making process, demand that the information and projections on which the Hollister General Plan is based be maintained in an up-to-date and currently valid form.

The State of California requires that all general plans include seven mandatory elements:

- The Land Use Element, which designates the distribution and intensity of public and private land uses;
- The Circulation Element, which identifies the location and extent of existing and proposed major transportation routes, terminals and other local public utilities and facilities;

I. INTRODUCTION

- The Housing Element, which provides a comprehensive assessment of current and projected housing needs and the policies and actions designed to provide adequate housing;
- The Conservation Element, which addresses the conservation, development and use of natural resources;
- The Open Space Element, which provides plans and measures for preserving open space for natural resources, outdoor recreation, agriculture and other managed production, public health and safety;
- The Noise Element, which identifies and evaluates noise problems to provide the basis for land use distribution; and
- The Safety Element, which establishes policies and programs designed to protect the community from the risks associated with seismic, geologic, flood and fire hazards.

Local general plans may also address issues beyond those which are addressed in the seven mandatory elements, and upon adoption, any optional elements become integral parts of the general plan. All elements have equal importance, and any conflicts between elements in terms of goals, policies or standards must be resolved within the plan itself. Any programs defined for carrying out the plan must also be consistent with, and follow logically from, the plan's goals and policies.

A general plan "shall consist of a statement of development policies and shall include a diagram or diagrams and text" (Government Code Section 65302). The text and diagrams must also be consistent with each other, and data and projections must be uniform and consistent among and within elements. When a new element is adopted or a part of it is amended, the rest of the plan must be changed to eliminate any inconsistencies which may be created.

B. GENERAL PLAN MAP AND LAND USE DESIGNATIONS

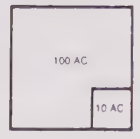
The General Plan Map, in the form in which it has been adopted, is an important document, representing as it does a clear and graphic expression of the development pattern desired within the Hollister Planning Area, consistent with the text of the General Plan. Land uses shown on the General Plan Map (**Figure 1**) are expressed in terms of four major categories, and the map indicates appropriate areas for each of them by type and intensity of use.

The pattern of land uses outlined in the Hollister General Plan Map provides the basis on which zoning districts will be established. Zoning ordinances contain more specific development requirements and standards than General Plan land use designations and policies, and the adoption of the General Plan Map is not a substitute for the establishment of zoning districts consistent with the General Plan in the form in which it has been adopted.

1995-2010 HOLLISTER GENERAL PLAN



CITY OF HOLLISTER
CITY COUNCIL RESOLUTION NO. 95-156
ADOPTED NOVEMBER 6, 1995



- RESIDENTIAL**
- R RURAL RESIDENTIAL
 - LDR LOW DENSITY RESIDENTIAL
 - MDR MEDIUM DENSITY RESIDENTIAL
 - HDR HIGH DENSITY RESIDENTIAL
 - CRO CENTRAL RESIDENTIAL/COMMERCIAL OFFICE
 - R-PUD RESIDENTIAL - PLANNED UNIT DEVELOPMENT

- INDUSTRIAL**
- GI GENERAL INDUSTRIAL
 - LI LIGHT INDUSTRIAL
 - IBP INDUSTRIAL BUSINESS PARK
 - AS AIRPORT SUPPORT OVERLAY

- COMMERCIAL**
- DC DOWNTOWN COMMERCIAL
 - NC NEIGHBORHOOD COMMERCIAL
 - GC GENERAL COMMERCIAL
 - HC HIGHWAY COMMERCIAL
 - CRO CENTRAL RESIDENTIAL/COMMERCIAL OFFICE
 - MDO MEDICAL DENTAL OFFICE
 - APO ADMINISTRATIVE AND PROFESSIONAL OFFICE
 - SC SPECIAL COMMERCIAL

- OTHER**
- TRANSIT TERMINAL
 - AIR AIRPORT
 - PI PUBLIC/INSTITUTIONAL
 - O/C OPEN SPACE/CONSERVATION
 - O/P OPEN SPACE/PARKS
 - A AGRICULTURE
 - AP AGRICULTURAL PRESERVE
 - (UR) URBAN RESERVE OVERLAY
 - WEST FAIRVIEW ROAD SPECIFIC PLAN (SEE PAGE 27)
 - NORTHEAST HOLLISTER AREA PLAN (SEE PAGE 26-28)

DESIGNATIONS ARE SHOWN IN ITALIC TYPE (e.g. *A, AP, R*) IN AREAS WHERE DEVELOPMENT OCCURRING THROUGH THE YEAR 2010 IS EXPECTED TO BE SUBJECT TO COUNTY, RATHER THAN CITY, JURISDICTION

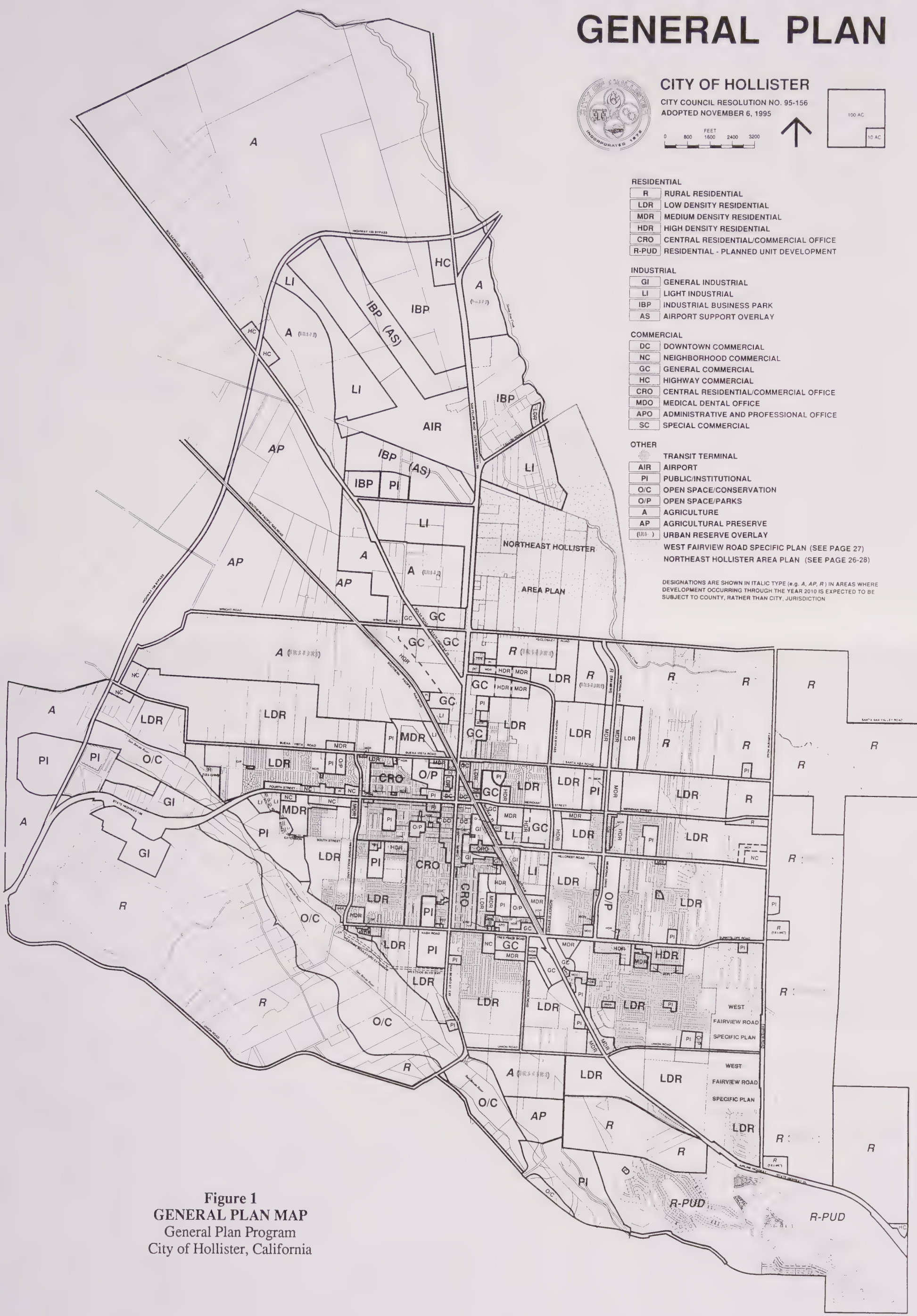


Figure 1
GENERAL PLAN MAP
General Plan Program
City of Hollister, California

I. INTRODUCTION

The land use designations as used in the plan reflect existing and proposed future land uses. One of the central goals of the Hollister General Plan is to coordinate land use planning with San Benito County. With this in mind, the Hollister General Plan is not intended to replace or preempt the existing general plan or any future general plan of the County of San Benito. Further, it is anticipated that adoption of the Hollister General Plan will provide a vehicle to foster inter-jurisdictional relations in sound land use practices.

A discussion of the characteristics of each of the General Plan land use categories is included in each chapter of this document, under the section describing the map provisions. The land use categories applied on the General Plan Map are as follows:

<u>Residential</u>	<u>Applicable Chapter</u>
Rural Residential (R)	IV
Low Density Residential (LDR)	IV
Medium Density Residential (MDR)	IV
High Density Residential (HDR)	IV
Central Residential/Commercial Office Neighborhood (CRO)	IV,V
Residential-Planned Unit Development (R-PUD)	IV
<u>Industrial</u>	<u>Applicable Chapter</u>
General Industrial (GI)	V
Light Industrial (LI)	V
Industrial Business Park (IBP)	V
Airport Support Overlay (AS)	V
<u>Commercial</u>	<u>Applicable Chapter</u>
Downtown Commercial (DC)	V
Neighborhood Commercial (NC)	V
General Commercial (GC)	V
Highway Commercial (HC)	V
Central Residential/Commercial Office Neighborhood (CRO)	IV,V
Medical and Dental Office (MDO)	V
Administrative and Professional Office (APO)	V
Special Commercial (SC)	V
<u>Other</u>	<u>Applicable Chapter</u>
Transit Terminal (TT)	VI
Airport (AIR)	VI
Public/Institutional (PI)	VII
Open Space/Conservation (O/C)	III
Open Space/Parks (O/P)	VII
Agricultural (A)	III
Agricultural Preserve (AP)	III
Urban Reserve Overlay (UR)	II

I. INTRODUCTION

Generally, areas identified by individual land use categories on the General Plan Map are bounded by solid lines. However, in several instances a broken line appears between land use categories shown on the General Plan Map (e.g., between General Commercial and High Density Residential, and between Medium Density Residential and High Density Residential). When broken lines are used in this manner, they represent specific instances where the development of the area that has been divided by the broken lines may either include a mixture of the types of land uses shown on either side of the broken lines, or where the allocation of land area between the types of land uses shown is intended to represent general, rather than specific, locations.

Land use designations shown with italic letters on the General Plan Map identify areas which are currently under the jurisdiction of the County of San Benito, and which are expected to remain under County jurisdiction during the planning period. Land use and development which may take place under County jurisdiction in these areas prior to the year 2010 is expected to be consistent with the land use designations shown in italics.

FEMA "Flood Zones" and California Division of Mines and Geology "Alquist-Priolo Earthquake Fault-Rupture Hazard Zones" may overlay the land use designations listed above. Development proposed within these areas may be subject to additional requirements (such as the incorporation of flood protection measures or the need to determine the actual location of a geologic fault) prior to project approval, in the interests of protecting the health and safety of Hollister residents.

The General Plan Map designates the predominant use of land in each area, but does not preclude minor deviations from the overall pattern. For example, it does not reflect every church, institutional, commercial, single- or multi- family residential use that may exist in areas designated for other uses, nor should it be interpreted as recommending or requiring their removal. Also, the boundaries of areas designated for a particular use should not be viewed as final or inflexible. There is no intention to single out one lot as opposed to another next to it for a specific use.

C. UPDATING AND AMENDING THE GENERAL PLAN

Once adopted, the General Plan does not remain static. State law permits up to four General Plan amendments per mandatory element per year (Government Code Section 65358 [b]). Most amendments usually propose either a change in the land use designation of a particular property or a text amendment. It is important to note that amending the plan often can result in internal inconsistency of the plan. In this context, the decision making bodies are advised to take care in making decisions regarding General Plan Amendments and to adopt the findings as stated below.

General plans are based on analyses and assumptions concerning social, economic and physical conditions which may be subject to change over time. Having now been adopted in its final form, the Hollister General Plan should be reviewed annually and, if necessary, updated to reflect new conditions and information.

Now that the City of Hollister has adopted a general plan, it may also adopt "area plans" and "specific plans" to address local concerns in additional detail.

An area plan is a specialized plan which would address a particular region or community within the Hollister Planning Area. Such plans would refine the policies of the Hollister General Plan as they apply to a smaller area, and would be implemented by local ordinances such as those regulating land use. Area plans are focused planning policy documents that become part of (and must be internally consistent with) the Hollister General Plan. Unlike a specific plan, the minimum contents of an area plan are not stipulated by state law. However, in order to be considered for adoption in the City of Hollister, area plans must include sufficient information to enable a comprehensive evaluation of a given area in relationship to the General Plan, and must address all issues identified in Policy II-3 of Chapter II (Urban Development and Community Design).

Unlike an area plan, a specific plan would not be an amendment to the Hollister General Plan, but would be designed to implement the goals and policies of the General Plan for a specific geographical area. When a specific plan is adopted, it represents a separate document which must be fully consistent with the goals and policies stated in the Hollister General Plan. A specific plan is a hybrid policy statement and/or regulatory tool which places the emphasis on development standards and criteria which would supplement those stated in the Hollister General Plan. The text and diagrams of a specific plan must address land use (including open space), infrastructure, standards for development and natural resource conservation, and implementation measures.

General Plan Amendments which are approved by the City Council must be supported by findings of fact. Findings provide a rationale for making a decision to approve or deny an amendment. While specific findings may be applied on a amendment-by-amendment basis, the following minimum standard findings should be made for each General Plan Amendment.

1. The proposed amendment is deemed to be in the public interest.
2. The amendment is consistent and compatible with the rest of the general plan and any implementation programs that may be affected.
3. The potential impacts of the amendment have been assessed and have been determined not to be detrimental to the public health, safety and welfare of the community.
4. The amendment has been processed in accordance with the applicable provisions of the California Government Code and the California Environmental Quality Act (CEQA).

City-initiated amendments, as well as amendments requested by other public agencies, are subject to the same basic process and requirements described above to assure consistency and compatibility with the plan. This includes appropriate environmental review, public notice, and public hearings leading to an official action by resolution of the City Council.

I. INTRODUCTION

D. ORGANIZATION OF THE HOLLISTER GENERAL PLAN

Although each of the seven mandatory general plan elements (with the exception of the Housing Element, which has been produced separately to meet the specific legal requirements established by the State of California) are addressed in the General Plan, because they are closely related to one another, they are not addressed separately. Instead, the different aspects of the physical character of and development in Hollister are discussed under six general topic headings (Chapter II - Urban Development/Community Design, Chapter III - Natural Environment, Chapter IV - Residential Environment, Chapter V - Economic Development, Chapter VI - Transportation and Chapter VII - Public Services and Facilities) which cover all of the mandatory elements (except for the Housing Element). **Figure 2** identifies the location of material relating to each of the seven elements within the text of the General Plan.

Figure 2
RELATIONSHIP BETWEEN REQUIRED GENERAL PLAN ELEMENTS
AND THE GENERAL PLAN
General Plan Program
City of Hollister, California

Required Elements	<u>II</u>	<u>III</u>	Chapters				<u>VI</u>	<u>VII</u>
			<u>IV</u>	<u>V</u>				
Land Use	M	M	M	M		M		S
Circulation	S					M		
Housing*	S		S					
Conservation	S	M						
Open Space	S	M						
Noise		M						
Safety		M						M

M = Major Discussion

S = Secondary Discussion

*The City of Hollister Housing Element was prepared separately, was adopted in September of 1993 by the City Council, and is in compliance with State Law. The Housing Element will need to be updated prior to June 30, 1999.

The chapters are organized in a form consistent with the land use categories listed above.

Chapter II states the policies relating to the overall urban form and development of Hollister, addressing the issues of urban expansion and the character and design of existing and future development.

Chapter III addresses the issues related to the natural environment.

Chapter IV addresses residential development within Hollister.

Chapter V addresses economic development issues.

Chapter VI addresses transportation issues in the Hollister area.

Chapter VII addresses the provision of public services and facilities.

Each chapter contains a brief discussion of the current setting, information related to projections for Hollister or San Benito County, an identification of the basic issues to be addressed in the chapter, a brief description of the central goals which have been established to address these issues, a set of policies designed to achieve these goals, a discussion of how these policies are reflected on the General Plan Map, and a list of implementation recommendations.

A **goal** is an ideal future end, condition or state related to the public health, safety or general welfare toward which planning and planning implementation measures are directed. Goals set a direction for Hollister and provide an expression of community values, but goals are not generally quantifiable, time-dependent or suggestive of the future actions required for goal achievement.

A **policy** is a specific statement that guides decision-making. Policies are based on General Plan goals and an analysis of data related to the environmental, social, economic and political conditions in Hollister. Policy statements indicate a clear commitment on the part of the City Council to meet the goals stated in the General Plan, and are designed to be clear and unambiguous.

Implementation measures are actions which may be taken to carry out the policies established in the General Plan.

Each Policy is identified by a bold type number reference in the left margin, and can be referred to by using a combination of the Chapter and Policy numbers (e.g., II.5, III.63.b, VII.40, etc.). Each Implementation Action is identified by a bold type letter in the left margin, and can also be referred to by using a combination of the Chapter number and the Implementation Action letter (e.g., II.F.3, IV.D, VI.M, etc.). The numbering of Policies and the lettering of Implementation Actions is consecutive within each chapter, but not within the report as a whole. Linkages between Policies and relevant, related Implementation Actions are indicated by references shown in parentheses following each Policy statement. In some instances, it has appeared unnecessary to state a specific Implementation Action for some Policies due to their self-evident character, and in these cases the parenthetical references read "(SAP)", for "Stand-alone Policy".

Simply put:

A Goal is: A general, overall, and ultimate purpose, aim, or end toward which the City will direct effort.

A Policy is: A specific statement of principle or guiding actions which implies clear commitment but is not mandatory.* A general direction that the City elects to follow, in order to meet its goals.

Implementation is: An action, activity, or strategy carried out in response to an adopted policy or policies to achieve a specific goal.

* The word "shall" makes mandatory those policies in which it appears.

I. INTRODUCTION

Goals, Policies and Implementation Actions are presented in each element of the General Plan. However, several Goals will guide all future land use decisions in Hollister:

- Retain traditional, small-town characteristics and values.
- Promote a diversified economic base.
- Provide adequate public services to ensure the health, safety, education and welfare of all local residents.
- Promote ethnic diversity.
- Conserve natural resources and protect the quality of the environment.
- Maintain the physical diversity and enhance the visual qualities of Hollister through the protection of scenic resources and the preservation of historic structures.
- Promote cultural activities and artistic expression.
- Enhance the community's economic structure through increased business opportunity.

E. GLOSSARY

A glossary is included at the end of the document, following Chapter VII, to assist the reader in understanding the Plan and to ensure that the terms used in the plan are clearly defined so as to establish intent and to prevent misinterpretation. Where the definition of a term is critical to understanding the text, it may also be further defined in the body of the text as well as the glossary.

F. INDEX

An Index to the topics, terms, names of agencies, names of streets, etc. is provided at the end of the document, following the Glossary. It is intended to assist the reader in locating specific names and terms within the overall body of the General Plan text, by providing relevant page number references.

II. URBAN DEVELOPMENT AND COMMUNITY DESIGN

A. SETTING

The Hollister Planning Area

Several sets of boundaries have been identified as having a direct relationship to future development patterns Hollister:

- The Hollister "Area of Concern": This is the portion of northern San Benito County within which the City of Hollister has legitimate concerns regarding future development. This area is defined by Shore Road and Fairview Road to the north; the area east of Fairview Road and Best Road to the east; Ridgemark and the watershed directly south of the San Benito River to the south; and the State Highway 156 Bypass and the Southern Pacific railroad line to the west. The General Plan does not present policies or implementation recommendations regarding development in those portions of the "Area of Concern" which are beyond the boundaries of the Hollister Planning Area. However, in instances where the County of San Benito is considering development proposals within the "Area of Concern", the City of Hollister may provide informal recommendations to the County to promote development which is consistent with the goals of the City.
- The Hollister Planning Area: (See **Figure 3**). This is the portion of northern San Benito County which encompasses all incorporated and unincorporated territory which bears a close relationship to the City of Hollister. Within this area, the City will work closely with the County of San Benito and other jurisdictions on planning determinations. Hollister will formally communicate the City's concerns for the future of lands within the Planning Area which are beyond the City limits. The boundaries of the Hollister Planning Area are defined by Tequistquita Slough to the north; Santa Ana Creek, the area east of Fairview Road and Best Road to the east; Ridgemark and Union Road to the south; and the State Highway 156 Bypass and Bolsa Road to the west.
- The Hollister Sphere of Influence: (See **Figure 3**). This is the portion of northern San Benito County which encompasses all incorporated and unincorporated territory which is within Hollister's ultimate physical boundaries and service area, as adopted by the Local Agency Formation Commission (LAFCO). Urban services and the City limits are expected to ultimately expand to the Sphere of Influence (SOI) boundary. The boundaries of the SOI are defined by the Hollister Municipal Airport to the north; Santa Ana Creek, Chappell Road and Fairview Road to the east; State Highway 25 and the San Benito River to the south; and the San Benito River and Bolsa Road to the west.
- The Hollister City Limits: (See **Figure 3**). This is the area within the legal jurisdiction of the City of Hollister. As shown in **Figure 3**, the location of the city limits varies from one block to the next, and there are several areas which are surrounded by areas within the city limits, but which have not been formally annexed. These areas are under the jurisdiction of the County of San Benito rather than the City of Hollister.

II. URBAN DEVELOPMENT AND COMMUNITY DESIGN

- The Hollister Urban Service Area: (See **Figure 3**). This is the area defined by the Local Agency Formation Commission (LAFCO) which is expected to receive urban services (sewer, water and storm drainage) within approximately the next five years.
- The Hollister Residential Development Service Area: (See **Figure 3**). This is the area defined by the City of Hollister which is expected to have all urban services available or which have the provision of urban services (sewer, water and storm drainage) planned or committed to within one or two years. The purpose of the Residential Development Service Area (RDSA) is to discourage premature development or to induce utility services prior to the City's ability to provide them, and residential development approvals are not authorized by the City of Hollister unless they are located within the RDSA.

Although the City of Hollister has an interest in the character and timing of development within the boundaries identified above, it has legal jurisdiction only over those areas within the city limits.

Historical Background

With the admission of California to the United States, large Spanish land grants were disassembled. One of these, Rancho San Justo, was divided between two sheep ranching families. A member of one of these families, Colonel William Hollister, sold his 21,000-acre portion to a group of 50 men known as the San Justo Homestead Association, which founded the town of Hollister. The settlement expanded following the extension of the Southern Pacific railroad branch line through the town in 1870. The City of Hollister was incorporated in 1872.

Hollister was originally designed with a street grid starting from the intersection of two farm-to-market roads (now known as State Highways 25 and 156). The 100-acre townsite was bounded by North, East, South and West Streets, with east-west streets numbered First through Seventh and alleys named after members of the San Justo Homestead Association. San Benito Street was designated as the "main street" of Hollister.

Much of the development which has occurred locally since the 1870s has been related to agricultural production and food processing. Many reminders of Hollister's agricultural heritage remain today, and agriculture-related operations continue to represent a major component of the local economy.

Population Growth in Hollister

The population of Hollister has increased significantly in recent years, as shown from U.S. Census Bureau estimates:

<u>Year</u>	<u>Population</u>
1940	3,881
1950	4,903
1960	6,071
1970	7,663
1980	11,488
1990	19,212



Figure 3
BOUNDARIES RELATED TO THE HOLLISTER PLANNING AREA
 General Plan Program
 City of Hollister, California

II. URBAN DEVELOPMENT AND COMMUNITY DESIGN

The population of Hollister on January 1, 1993, was estimated at 21,617 by the Population Research Unit of the California Department of Finance. The rate of population growth in Hollister increased during the 1970s and increased even more in the 1980s. As the local population has grown, it has become increasingly difficult to maintain the small-town characteristics of the community.

The City of Hollister currently employs a Growth Management Ordinance (City Ordinance No. 767 and City Council Resolution 91- 12, as amended). This program is designed to:

1. Encourage a rate of growth that will not exceed the City's ability to provide adequate and efficient public services or the ability of the local economy to support such growth;
2. Establish and maintain the essential quality and level of public services and facilities;
3. Establish and maintain a desirable degree of variance among land uses and ensure the vitality, character and economic stability of the community, including provisions for, and maintenance of, a balanced community with adequate housing to meet the needs of local employment and City residents;
4. Establish and maintain a growth rate that allows for residential development by small and owner-builders to help maintain the economic stability of the community; and
5. Establish and maintain a policy that requires new development to fund necessary public services and facilities required by development to ensure the services and facilities are in place to serve such areas once they are developed.

The program establishes a procedure by which the City Council annually determines the maximum number of homes that can be built within the City each year. The limitations established thus far have never been reached or exceeded within any single year.

In addition to the Growth Management Ordinance, the City of Hollister can also control the rate and character of local growth through the development review process. As individual development proposals come forward for review, the Planning Commission and the City Council determine the extent to which such proposals are consistent with local policies, and whether such development could be adequately served by municipal service providers. In those instances where proposed development would exceed the capacities of local service providers, or where it is found to be inconsistent with local policies, the proposed scale of such development may be reduced, the impacts of the proposed development may be mitigated, or the proposed development may be rejected.

B. PROJECTIONS

The land use pattern defined in the General Plan is designed to accommodate additional population growth within the Hollister Planning Area through the year 2010. Although the magnitude of future population growth can not be predicted with certainty, the General Plan has been developed on the assumption that the population of Hollister will not exceed 38,200 people by the year 2010. This level of population growth would represent a 99 percent increase in the

II. URBAN DEVELOPMENT AND COMMUNITY DESIGN

number of people living in Hollister between 1990 and 2010, or about 18,990 persons. (For the purposes of comparison, over the twenty-year period from 1970 to 1990, the population of Hollister increased by approximately 151 percent, or 11,550 persons.)

Based on an current average of approximately three persons per household in Hollister, growth of this magnitude would require the addition of an estimated 6,340 housing units over through the year 2010, as shown in **Figure 4**.

Figure 4
PROJECTED POPULATION GROWTH AND INCREASE IN NUMBER OF
HOUSING UNITS IN HOLLISTER: 1990-2010
General Plan Program
City of Hollister, California

<u>Year</u>	<u>Population</u>	<u>Additional Population</u>	<u>Cumulative Additional Population</u>	<u>Housing Units</u>	<u>Additional Units</u>	<u>Cumulative Additional Units</u>
1990	19,212	0	0	6,361	0	0
1991	19,884	672	672	6,585	224	224
1992	20,580	696	1,368	6,817	232	456
1993	21,301	720	2,089	7,057	240	696
1994	22,046	746	2,834	7,306	249	945
1995	22,818	772	3,606	7,563	257	1,202
1996	23,616	799	4,404	7,829	266	1,468
1997	24,443	827	5,231	8,105	276	1,744
1998	25,299	856	6,087	8,390	285	2,029
1999	26,184	885	6,972	8,685	295	2,324
2000	27,100	916	7,888	8,990	305	2,629
2001	28,049	949	8,837	9,307	316	2,946
2002	29,031	982	9,819	9,634	327	3,273
2003	30,047	1,016	10,835	9,973	339	3,612
2004	31,098	1,052	11,886	10,323	351	3,962
2005	32,187	1,088	12,975	10,686	363	4,325
2006	33,313	1,127	14,101	11,061	376	4,700
2007	34,479	1,166	15,267	11,450	389	5,089
2008	35,686	1,207	16,474	11,852	402	5,491
2009	36,935	1,249	17,723	12,269	416	5,908
2010	38,228	1,293	19,016	12,700	431	6,339

Disclaimer notice. The population and housing unit projections shown in the above chart are for illustrative purposes only and are not intended to set policy within the meaning of the Hollister General Plan.

C. ISSUES

The primary issues related to urban development and community design in Hollister are:

- How to accommodate growth in a manner which will enable Hollister to maintain the small town characteristics which appeal to a large number of Hollister residents?
- How to accommodate growth while maintaining (or improving) the current level of public services in Hollister?
- How to ensure that growth will be compatible with existing development and will enhance the visual characteristics of Hollister?

D. GOALS

The central goals expressed in this chapter are:

- Maintain and enhance Hollister's small-town characteristics.
- Maintain, where possible, a level of service (LOS) "C" on existing streets and intersections.
- Ensure that adequate public services are available to existing residents, commercial users and industry.
- Ensure that new development provides and maintains adequate public services, including schools, to mitigate impacts to existing public services.

E. POLICIES

Urban Growth and Development

1. Hollister shall limit future development to that which can be supported by the necessary water supply, infrastructure and other services. (See Implementation Action II.D)
2. Hollister shall require new development to meet performance standards to ensure that the character and quality of life in the City will be maintained. All applicants proposing new development shall be required to meet the following requirements.
 - a. That the traffic generated by proposed new development shall not result in the deterioration of levels of service (LOS) at existing intersections and roadway segments within the Hollister Planning Area to a level worse than LOS C. At intersections and on roadway segments where the levels of service are currently at or below LOS D, traffic generated by proposed new development shall not worsen the level of service from that which is existing, unless it is determined that it would be economically infeasible to mitigate the effect. (Stand-alone Policy - SAP)

II. URBAN DEVELOPMENT AND COMMUNITY DESIGN

Levels of service for roadway segments are defined by the Transportation Research Board in the Highway Capacity Manual, Special Report 209, as follows:

<u>Level of Service</u>	<u>Vehicle/Capacity Ratio</u>
A	<0.33
B	<0.50
C	<0.65
D	<0.80
E	<1.00
F	Highly Variable

- b. That a traffic level of service (LOS) C or better be maintained on new roadways and on roadways in areas of new development. (SAP)
- c. That a traffic level of service (LOS) C or better be maintained on roadways and in intersections in the existing urban area. On roadway segments and in intersections that are at or below LOS D, explore feasible methods of financing or other appropriate measures to bring those intersections to acceptable levels of service. (SAP)
- d. That an adequate water supply of sufficient quantity and quality can be provided to service the proposed development. (II.B, E, F)
- e. That adequate sanitary sewer capacity and treatment capability can be provided to service the proposed development. (II.B, E, F)
- f. That adequate fire protection can be provided for the proposed development. (II.B, E, F)
- g. That an adequate level of police protection can be provided for the proposed development. (II.B, E, F)
- h. That the proposed development will either result in no impact on the local parks and recreational facilities or that the applicant will provide the resources required to mitigate the impacts associated with the proposed development. (II.B, E, F)
- i. That an adequate level of solid waste collection services and disposal capacity can be provided to serve the proposed development. (II.B, E, F)
- j. That an appropriate level of utility services (gas, electric and telephone) can be provided to serve the proposed development. (II.B, E, F)
- k. That the applicant will finance the full costs associated with any drainage improvements necessary to accommodate peak flows due to the proposed development. (II.B, E, F)

II. URBAN DEVELOPMENT AND COMMUNITY DESIGN

- l. That the proposed development will not make a significant contribution to the emission of regional air pollutants (i.e., carbon monoxide, reactive hydrocarbons and nitrogen oxides). (III.K)
 - m. That the proposed development will not increase the ambient noise levels in the vicinity of the proposed development beyond the "acceptable" levels established in the Hollister General Plan. (III.J)
 - n. That the proposed development will not result in loss of wildlife habitat which may be essential for the survival of special status species. (III.L)
 - o. That, to the greatest extent possible, the proposed development shall maintain existing riparian areas in their natural state to provide for wildlife habitat, groundwater percolation, water quality, aesthetic relief and recreational uses that are environmentally compatible with wetland preservation. (III.L)
 - p. That the proposed development will not result in the filling of any wetland areas under the jurisdiction of the U.S. Army Corps of Engineers, and that protective buffers be provided adjacent to wetlands and along all creeks in the Hollister Planning Area, including Santa Ana Creek and the San Benito River, as recommended by the California Department of Fish and Game (DFG). Roads, buildings, or yards shall not be permitted within the buffer, and pedestrian trails should not be located within the vegetated riparian communities. The actual extent, width or improvement of the buffer mitigation shall be subject to review and consultation between the City, the project developer and DFG. (III.L)
 - q. That the proposed development will not expose anyone to an increased risk of exposure to hazardous materials. (VII.T, U)
 - r. That the proposed development will not expose anyone to an increased risk of exposure to seismic hazards. (III.G)
 - s. That the proposed development will not disturb any area which has been determined by the Hollister Planning Department to have archaeological or historical significance. (SAP)
 - t. That the proposed development will not significantly disturb the scenic character of, or views within, the Hollister Planning Area. (VII.M)
 - u. That an adequate level of public school capacity can be provided for proposed development, to the extent authorized by state law. (VII.Y)
3. Hollister may allow Area Plans to be developed for areas designated as appropriate in the Planning Area which shall consist of a statement or statements of policies for development, and which shall also include a diagram or diagrams and text containing planning objectives, principles, general development standards and plan proposals. Area Plans shall contain the following:

II. URBAN DEVELOPMENT AND COMMUNITY DESIGN

- a. A land use section which designates the proposed general distribution, general location and extent of uses of the land for housing, business, industry, open space, agriculture, natural resources, recreation, education, public parks, waste disposal facilities, and any other category of public or private uses of land. The land use element shall also include building intensity (such as floor area ratio [FAR]), population intensity, residential density and areas subject to flooding.
- b. A land use diagram or map illustrating the distribution of land uses proposed for the area consistent with the land use designations of the General Plan or land use designations which may be particular to the area.
- c. A circulation section consisting of text and diagrams which describe the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals and other public utilities (such as storm drainage facilities, sewer transmission lines and proposed sewer treatment), all correlated with the land use element.
- d. A housing section which addresses the consistency of the Area Plan with Hollister's existing Housing Element.
- e. An open space/conservation section which provides policies addressing the conservation of natural resources such as (but not limited to) plant and animal life, wildlife species, rivers, streams and watershed areas. The open space/conservation element shall also include provisions for areas used for agriculture, outdoor recreation and lands suitable for park and recreation purposes.
- f. A noise section which appraises and quantifies (to the extent practicable) current and projected noise levels expected as a result of the land uses proposed in the Area Plan.
- g. A safety section which analyzes the proposed Area Plan in relationship to seismic safety, evacuation routes, police and fire protection.
- h. An infrastructure section consisting of text and diagrams which describe the general location, capacities and service areas of existing and proposed public service infrastructure (such as wastewater collection and treatment, water supply and distribution, and storm drainage facilities), all correlated with the land use section.

The Area Plan may also address other subjects which relate to the physical development of the area. The Area Plan shall comply with the provisions of the California Environmental Quality Act. (SAP)

4. Hollister shall promote concentric, contiguous growth in those areas where supporting infrastructure and service capacities already exist, placing a priority on those areas where infill development can best be accomplished. (SAP)
5. Hollister shall pursue an improved balance between residential and non-residential development giving priority to non-residential development. (II.G)

II. URBAN DEVELOPMENT AND COMMUNITY DESIGN

6. Hollister shall monitor the local jobs/housing balance in an effort to attain and maintain a desired balance between the number of local jobs and the number of available housing units within the Hollister Planning Area. (II.H)
7. Hollister shall consider limiting proposed development in areas designated "Urban Reserve" until land in the urbanized portion of the Hollister Planning Area has been substantially developed and built-out according to the land use patterns designated on the General Plan Map. (SAP)
8. Hollister shall, through its implementation of local ordinances, including the Growth Management Program, direct future urban growth to occur primarily within those portions of the Hollister Planning Area which are already urbanized through infill and contiguous development, rather than encourage the expansion of new development into agricultural lands, until the portions of the Hollister Planning Area designated for urban uses are substantially built-out. (SAP)
9. Hollister shall consider the use of creative site planning, the clustering of new residential development, or the creation of a Transfer of Development Credits (TDC) program coordinated with the County of San Benito (assuming that the County adopts such a program), to retain as large a proportion of Williamson Act lands in agriculture as possible, and to promote the preservation of farmland and the development of affordable housing within the Hollister Planning Area. (II.M, III.D)
10. Hollister shall take an active role in evaluating all development proposals in those portions of the Hollister Planning Area which are beyond the legal jurisdiction of the City in an effort to ensure that such development would comply with the goals and policies of the Hollister General Plan. (II.I)
11. Hollister shall maintain and enhance the downtown commercial district as the community's social, cultural, historical, and governmental focal point. (V.I-U)
12. Hollister shall establish an annexation policy in cooperation with the County of San Benito and the Local Agency Formation Commission (LAFCO). Such a policy should specifically address the issue of unincorporated County "islands" or unincorporated areas which are substantially surrounded by the City. (II.J)

Community Design and Appearance

13. Hollister shall use parks and open space, agricultural land, street trees and other community design features to maintain the "small town" atmosphere and visual quality of the City. (II.K, L)
14. Hollister shall protect neighborhoods which have historical or architectural significance. (II.P, Q)
15. Hollister shall consider the preparation of a comprehensive inventory of its historical structures (including agricultural, commercial, residential and institutional), and shall consider the development of a system of categorization that ranks and prioritizes

II. URBAN DEVELOPMENT AND COMMUNITY DESIGN

properties according to their importance to the history of Hollister, the contribution they make to the historic architecture and character of the city, and any unique qualities each embodies, to be used as an informational tool for future site-specific planning and decision making regarding proposed development. (II.P, Q)

16. Hollister shall consider the development of a Landmarks Preservation Ordinance. (SAP)
17. Hollister shall ensure that in those instances when the demolition of a National Register-listed, contributing or eligible property involves any federal funds, the project sponsor shall comply with the requirements of Section 106 of the National Historic Preservation Act of 1966. (SAP)
18. Hollister shall consider the development of city-wide guidelines based upon those included in the Hollister Downtown Development Strategy and Plan for alterations to historic buildings (50 years of age or older). (SAP)
19. Hollister shall direct project applicants who propose inappropriate alterations to a nationally recognized landmark that would diminish its architectural integrity to redesign the project to harmonize with the landmark in question. (SAP)
20. Hollister shall encourage project applicants who propose any alteration or rehabilitation of National Register properties to have their projects meet the standards established by the Secretary of the Interior. (SAP)
21. Hollister shall require that residential and non-residential development projects proposed adjacent to designated landmarks or districts undergo design review, and where projects require a use and/or building permit, shall require applicants to demonstrate consideration of the historic context of proposed structures in their project design to the satisfaction of the Planning Commission. (SAP)
22. Hollister shall encourage compatible architecture within the downtown commercial district. (II.Q)
23. Hollister shall encourage streetscape and building facade improvements in the downtown commercial district as a way to stimulate investment and attract high-quality private development, in addition to the creation of a pleasant downtown setting. (II.R)
24. Hollister shall consider the designation of areas with significant recorded archaeological sites as Open Space. Where modification of land use designations is not feasible, Hollister shall exercise discretion in requiring project applicants to perform any or all of the following:
 - a. Planning construction to avoid archaeological sites.
 - b. "Capping" or covering the archaeological site with a layer of soil prior to construction.
 - c. Deeding archaeological sites into permanent conservation easements. (SAP)

II. URBAN DEVELOPMENT AND COMMUNITY DESIGN

25. Hollister shall require project applicants to ensure that a qualified archaeologist is present at the applicant's expense during grading activities to inspect the underlying soil for cultural resources. If significant cultural resources are uncovered, the archaeologist shall have the authority to stop or temporarily divert construction activities to assess the significance of the find. (SAP)
26. Hollister shall ensure that all work shall stop in the area of significant archaeological resources where remains are uncovered during excavation and/or grading until an appropriate data recovery program can be developed and implemented. The cost of developing and implementing all data recovery programs shall be the responsibility of the project applicant. (SAP)
27. Hollister shall ensure that in the event of discovery of any human remains during excavation and/or grading, those involved in the excavation and/or grading follow the procedures identified in Appendix VII of the CEQA Guidelines, "VIII. Discovery of Human Remains". (SAP)

F. GENERAL PLAN MAP

Areas designated for potential residential development on the General Plan Map are generally contiguous to existing residential areas. Future residential development (particularly at sites appropriate for infill development) would take place in portions of the Hollister Planning Area which are either already served by the existing infrastructure or which can be served by extending the existing infrastructure. In order to better balance anticipated residential development, additional land for industrial and commercial development has been designated on the General Plan Map.

Although large areas have been designated for future residential and non-residential development on the General Plan Map, under the growth assumptions which provided the basis for developing the General Plan, only a portion of these areas would be expected to be converted to urban uses during the planning period. There is more than adequate land area* designated to accommodate anticipated residential development through the year 2010 without converting any of the land designated "Urban Reserve" (shown in hollow letters on the General Plan Map) to residential uses before that time. While it is not possible to predict the actual level of non-residential development which may take place during the planning period, the very large areas designated as suitable for future commercial and industrial development could reasonably be expected to substantially exceed the demand for such areas without the need to convert any "Urban Reserve" areas to such uses before 2010.

The planning horizon for the General Plan extends through the year 2010, and additional growth in subsequent years may be anticipated to take place outside the areas designated for such growth within the Planning Area. These areas are designated Urban Reserve Overlay (UR) on the General Plan Map:

* The land area designated for residential uses on the General Plan Map is capable of accommodating about 185 percent of the housing units projected for the 20-year period through the year 2010 at the densities defined (11,610 units vs. 6,340 units).

II. URBAN DEVELOPMENT AND COMMUNITY DESIGN

- Urban Reserve Overlay (UR) - An overlay designation to identify areas within the Agriculture and Rural Residential designations which may be appropriate for urban development and for inclusion in the Sphere of Influence and/or Urban Service Area in the future, but which are not required to accommodate growth through the year 2010. This designation enables the City to plan and phase the necessary facilities and services to support future development in these areas. Development projects proposed in areas designated "Urban Reserve" require the preparation of a Specific Plan prior to project approval. This overlay designation is expressed in terms of future residential, commercial or industrial development.

Development within the designated Urban Reserve areas, which total about 1,970 acres, may be considered when it is deemed to be in the public interest to allow such development based upon housing needs, including affordable housing, that cannot be met in non-reserve areas, based upon environmental factors (e.g., reducing traffic congestion) or service factors (e.g., the availability of public services and utilities). Findings of fact to support the need for the conversion of a designated Urban Reserve area to an urban land use must be included in any decision to amend the General Plan.

Approximately 430 acres within the northern portion of the Hollister Planning Area have been designated as Urban Reserve - Light Industrial (UR-LI). This land is expected to remain in agricultural use during the current planning period, although over the long-term it is anticipated that these areas will become available for future industrial development.

Approximately 1,500 acres within the Hollister Planning Area have been designated as Urban Reserve - Low Density Residential (UR-LDR), and an additional 15 acres have been designated as Urban Reserve - Medium Density Residential (UR-MDR). This land is expected to remain in either rural or agricultural uses during the current planning period, although over the long-term it is anticipated that these areas will become available for future residential development.

Approximately 25 acres within the Hollister Planning Area have been designated as Urban Reserve - Neighborhood Commercial (UR-NC). This land is expected to remain in either rural or agricultural use during the current planning period, although over the long-term it is anticipated that these areas will become available for future neighborhood commercial development.

Northeast Hollister Area Plan

An area east of San Felipe Road and north of McCloskey Road has been identified as appropriate for a more detailed area plan. The area plan is designated on the General Plan Map as the "Northeast Hollister Area Plan. It is comprised of approximately 600+ acres and is generally bounded by Fallon Road on the north, and along the easterly boundary of Assessor's Parcels 014-120-20 and 014-120-12, all of Assessor's Parcel 019-050-011 and the westerly 500 feet of Assessor's Parcel 019-060-001, McCloskey on the south and San Felipe Road on the west.

Land uses in the area plan shall be limited to light industrial, industrial business park, general commercial, administrative and professional office, open space/parks and recreational facilities.

II. URBAN DEVELOPMENT AND COMMUNITY DESIGN

An area plan shall be prepared and adopted prior to significant new development occurring within the plan area. The area plan shall include all of the elements as required in policy 3 a. through h. and shall specifically address conversion of prime agricultural land, flood control measures necessary to permit development within the 100-year floodplain, transportation system improvements and the provision of necessary infrastructure to support development.

The area plan shall be subject to the review and approval by the City Council, after review and recommendation by the Planning Commission. It shall be accompanied by a Program Environmental Impact Report consistent with the California Environmental Quality Act to address relevant environmental concerns. If the Area Plan is not approved the land uses will revert to Agricultural Preserve (AP) and Light Industrial (LI).

No new development shall be permitted in the Northeast Hollister Area Plan area until the until the area plan is adopted with the following exceptions:

- ◆ Additions, alterations or replacement of existing buildings or uses conforming to the Hollister Zoning Ordinance;
- ◆ Infill development on existing lots presently zoned industrial with in the City Limits.

Any such addition, substantial alteration, replacement or new development shall be subject to review by the City Planning Commission. In considering approval, the Planning Commission must find that the project complies with applicable zoning provisions, is compatible with adjacent existing development and that the project will not affect the orderly development within the area plan area.

In the event that, following submission of the proposed Northeast Hollister Area Plan by the proponents, the Planning Commission and the City Council decline to adopt the Area Plan, the land use designations that were originally proposed to be applied to this area (see **Figure 5**) will be reinstated, and will constitute the underlying adopted designations controlling future uses in this area.

The same underlying designations will also be applicable to the area in the event that the Area Plan proponents do not submit their proposed plan within a period of one (1) year from the date of adoption of the Hollister General Plan.

West Fairview Road Specific Plan

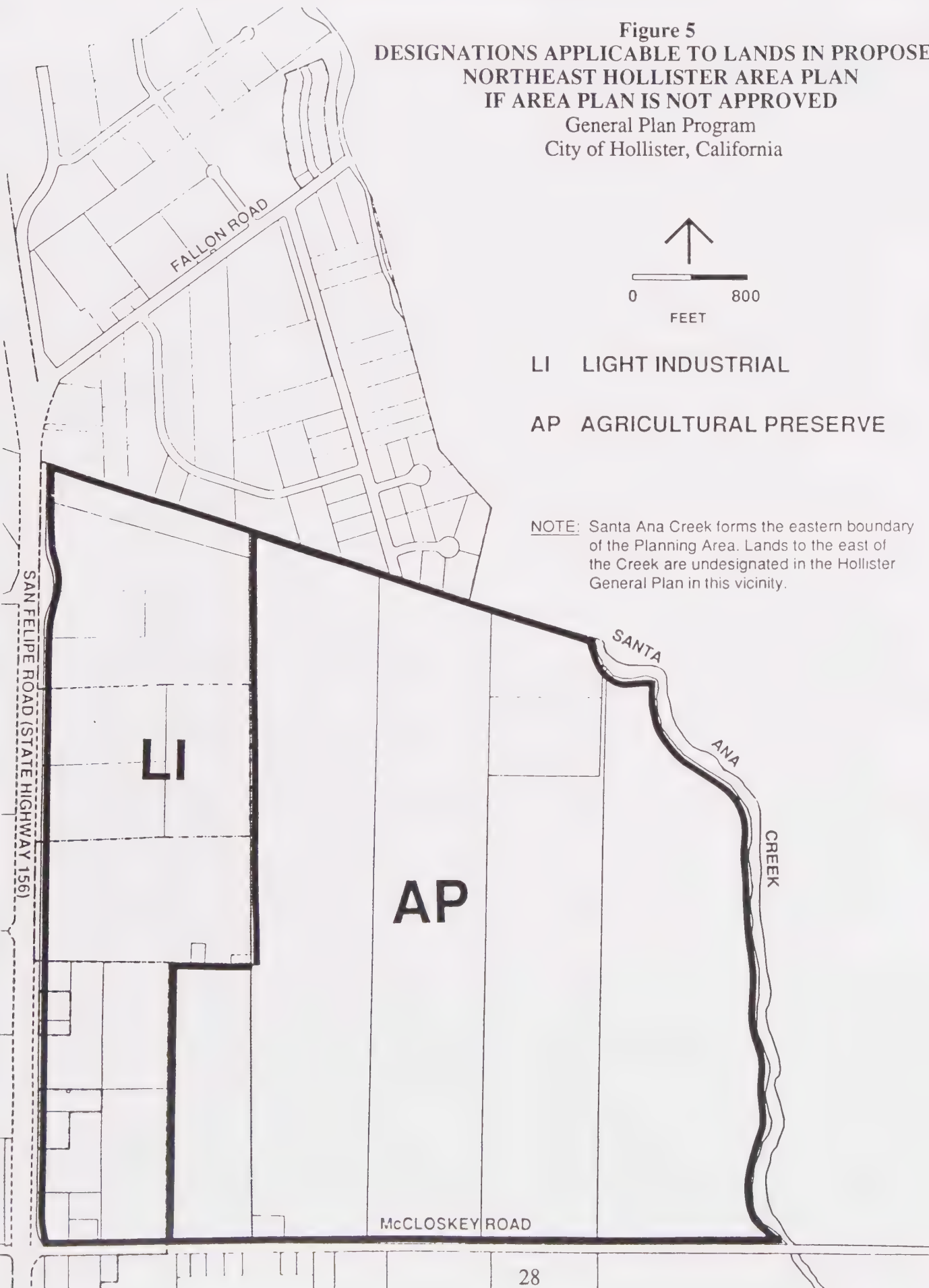
An area east of Fairview Road and northeasterly of Airline Highway is the subject of an approved specific plan consisting of approximately 300 acres. The specific plan area is designated on the General Plan as the "West Fairview Road Specific Plan".

Land uses depicted in the specific plan are residential and development is guided through the implementation of policies contained in the plan. As with any other planning document, amendments to the plan is subject the amendment process as prescribed in State Planning Law. If the specific plan is not implemented, the land use in the area will revert to Low Density Residential.

II. URBAN DEVELOPMENT AND COMMUNITY DESIGN

Figure 5
DESIGNATIONS APPLICABLE TO LANDS IN PROPOSED
NORTHEAST HOLLISTER AREA PLAN
IF AREA PLAN IS NOT APPROVED

General Plan Program
City of Hollister, California



G. IMPLEMENTATION

Urban Growth and Development

- A. Revise the existing Hollister Zoning Ordinance, Subdivision Ordinance, and all other applicable ordinances to achieve consistency with the Hollister General Plan, as adopted.
- B. Adopt a Performance Standards Ordinance which includes specific requirements and policies that will be applied to all proposed development projects.
- C. Map all rezonings and General Plan Amendments on a large display map, keyed to the year action was taken. Use this map to pinpoint areas which require special studies and possible amendment of the General Plan Map.
- D. Identify and map those portions of the Hollister Planning Area where:
 - 1. The existing infrastructure is capable of supporting additional development;
 - 2. The infrastructure is expected to be capable of supporting additional development with the completion of planned capital improvements; and
 - 3. The infrastructure is not expected to be capable of supporting additional development with the completion of planned capital improvements.

Development which is proposed for areas identified as not capable of supporting additional development should not be approved, and no approval of development proposed for areas identified as capable of supporting additional development with the completion of planned capital improvements should be granted until funding for the improvements has been assured and a commitment has been established by the City to a schedule for the completion of the required capital improvements.

- E. Require applications for new development to provide evidence that such development will meet all performance standards prior to approval, as provided by the Performance Standards Ordinance.
- F. Prior to granting approval, evaluate each new development in terms of the following criteria:
 - 1. Would the proposed development share a common border with a property which has already been developed?
 - 2. Would the proposed development be adequately served by infrastructure (water, sewer, streets, schools, etc.) which is already in place or mitigated?
 - 3. Would the proposed development be located within the existing service areas of local service providers (fire protection, police protection, solid waste disposal, schools, etc.), and not result in a reduction in their current capabilities?

II. URBAN DEVELOPMENT AND COMMUNITY DESIGN

If it is determined that the proposed development would not meet all of the above criteria, approval should be denied or postponed until such time as the proposed development would meet the established criteria.

- G. Coordinate and cooperate with local economic development agencies in all efforts to attract non-residential development to the Hollister Planning Area.
- H. Establish a local jobs/housing ratio as a long-term goal to be achieved within the Hollister Planning Area to attain a better balance between residential and non-residential development. (Currently, there are more households within San Benito County than there are jobs.)
- I. In cooperation with San Benito County, establish those portions of the Hollister Planning Area which are beyond the Hollister city limits as "joint planning areas", and establish procedures which would require Hollister to make findings with regard to consistency with the Hollister General Plan for any development proposed in such areas.
- J. In cooperation with the County of San Benito and the Local Agency Formation Commission (LAFCO), establish an annexation policy for unincorporated County "islands" and unincorporated areas substantially surrounded by the City, including funding mechanisms to finance the installation of required City standard public roadway and utility improvements.

Community Design and Appearance

- K. Coordinate with the County of San Benito to maintain existing parks and support efforts to establish linear parks or "greenways along stream corridors, flood zones, slopes, and in other areas which may be unsuitable for development (i.e., areas limited by seismic constraints).
- L. Designate areas which should be maintained as open space, particularly in areas which may be unsuitable for development due to seismic constraints, flood hazards or slopes.
- M. Coordinate with the County of San Benito in all efforts to maintain the continued economic viability of agriculture within the Hollister Planning Area.
- N. Require street trees to be planted in areas where development is proposed as a condition of development approval.
- O. Preserve existing street trees whenever feasible.
- P. Designate appropriate structures within the Hollister Planning Area as Historic Buildings. Any structural modifications which would result in a change in the exterior appearance of an Historic Building would be subject to review and approval by the Hollister Planning Commission. Adopt programs to assist and encourage preservation or consistent renovation of historic buildings.

II. URBAN DEVELOPMENT AND COMMUNITY DESIGN

- Q.** Require design review of all proposed development within the downtown residential and commercial district prior to approval to ensure that it will be in keeping with the existing character of the area.
- R.** Coordinate with business owners in the downtown commercial district in all efforts to implement streetscape and building facade improvements.

(This page has been intentionally left blank.)

III. NATURAL ENVIRONMENT

A. SETTING

Agriculture

The Hollister Planning Area is characterized by large tracts of agricultural land surrounding the City of Hollister, and much of the Planning Area is currently in agricultural production. Some of the agricultural land has been classified by the California Department of Conservation (Division of Land Resource Protection) as "Prime Farmland" or "Farmland of Statewide Importance". A brief description of agricultural land classifications is included in the Glossary (Farmland).

When the State of California evaluates agricultural land, areas are designated as "Prime Farmland" when they are found to have the best combination of physical and chemical characteristics for crop production, and have the soil quality, growing season and moisture supply needed to produce sustained yields of crops when treated and managed. Lands identified as "Prime Farmland" must have been used for the production of irrigated crops within the last three years. Areas designated as "Farmland of Statewide Importance" represent land other than "Prime Farmland" which has a good combination of physical and chemical characteristics for the production of crops. As in the case of "Prime Farmland", these areas must have been used for the production of irrigated crops within the last three years.

Under the Land Conservation Act ("Williamson Act"), farmers are able to enter into land conservation contracts with San Benito County which enable them to enjoy reduced property taxes in exchange for maintaining their land in agricultural production. Once entered into by a farmer, a Williamson Act Contract is binding for a period of ten years. Contracts are automatically renewed each year unless the farmer files a Notice of Non-Renewal. After the filing of such a Notice, the land may not be converted to other uses for ten years, during which time the property taxes are gradually increased to reflect the full market value of the land. Ten years after the filing of a Notice of Non-Renewal, the land is free of contractual land use restrictions and the farmer is denied further property tax benefits associated with the former Williamson Act contract.

In 1990, there were approximately 539,800 acres of land under Williamson Act contracts in San Benito County, of which approximately 45,700 acres were classified as "Prime Farmland". Notices of Non-Renewal were on file for approximately 16,900 acres of land under Williamson Act contracts in 1990, of which approximately 5,200 acres were classified as "Prime Farmland".

Figure 6 shows those portions of the Hollister Planning Area which have been designated by the State of California as "Prime Farmland" and "Farmland of Statewide Importance".

Topography

The land within the Hollister Planning Area generally slopes upward from north to south, with elevations of approximately 210 feet near the Hollister Municipal Airport, 290 feet near City Hall and 500 feet near the intersection of Fairview Road and Airline Highway (Highway 25). Although the topography is relatively flat in most areas, the terrain is hilly near the San Benito River, west of the Southern Pacific railroad line northwest of Hollister and in the eastern portion of the Planning Area.

III. NATURAL ENVIRONMENT



Soils

The Soil Conservation Service of the U.S. Department of Agriculture has classified the soils within the Hollister Planning Area using three soil associations. Soils of the Sorrento-Yolo-Mocho association consist of nearly level to sloping soils that formed in very deep alluvium derived from sedimentary rocks, and underlie the central and western portions of the Planning Area. The dominant soils in this association are very deep and well drained, and include some of the most productive soils in the country. Soils of the Rincon-Antioch-Cropley association consist of nearly level to strongly sloping soils on fans and terraces, and underlie the southeastern quadrant of the Planning Area. These soils are very well drained, although erosion is a problem on the more sloping soils. Soils of the Clear Lake-Pacheco-Willows association consist of nearly level and gently sloping soils that formed in alluvium derived from sedimentary rocks, and underlie the northern portion of the Planning Area. In order for these soils to support agricultural activity, drainage is needed in most areas, and reclamation may be necessary in those areas affected by salts and alkali.

Mineral Deposits

The State Mining and Geology Board has designated portions of the Hollister Planning Area as having construction aggregate deposits (sand, gravel and crushed rock) of regional significance (see **Figure 7**), pursuant to the Surface Mining and Reclamation Act (Public Resources Code Section 2710 et seq.). These resources remain potentially available near the San Benito River and are needed to meet future demands in the region. Land uses that require a high public or private investment in structures, land improvements, and landscaping and that would prevent mining (i.e., high density residential development, public facilities, intensive industrial and commercial uses) are inherently incompatible with mining. Those land uses that require a low public or private investment in structures, land improvements, and landscaping that would allow mining (i.e., extensive industrial, recreation, agricultural and open space uses) may be compatible with mining in these areas. Interim land uses that require structures, land improvements, and landscaping of a limited useful life may be able to accommodate mining at the end of that useful life.

Hydrology

There are two significant surface water features within the Planning Area - the San Benito River and Santa Ana Creek. The San Benito River flows from southeast to northwest in the southern portion of the Planning Area. Much of the Planning Area drains northerly to Santa Ana Creek, which flows into San Felipe Lake, located approximately seven miles north of the Hollister Municipal Airport. Surface water in local stream systems is generally limited by the annual rainfall, most of which generally takes place during the fall and winter.

The Planning Area overlies three hydrologic sub-basins: the San Juan sub-basin, the Gilroy-Bolsa sub-basin and the Hollister sub-basin. These sub-basins are separated by faults which serve as barriers to water flow. Groundwater recharge occurs mostly through infiltration from streams (mainly the San Benito River and Tres Pinos Creek south of Hollister).

III. NATURAL ENVIRONMENT

Figure 7
MINERAL RESOURCES
OF REGIONAL SIGNIFICANCE
IN THE HOLLISTER PLANNING AREA
General Plan Program
City of Hollister, California

Source: California Mining and Geology Board



Flood Hazards

Areas which would be flooded as a result of a 100-year storm (the single storm with the greatest rainfall which could be expected over a 100-year period) have been designated by the Federal Emergency Management Agency (FEMA). The major flood hazard areas within the Hollister Planning Area are located along the San Benito River and Santa Ana Creek (see **Figure 8**).

Seismic Hazards

The Hollister area is widely known for seismic activity. Segments of the Calaveras Fault system cross the Planning Area from near Cienega Road at the San Benito River northwest through central Hollister to an area west of the Hollister Municipal Airport. Additional faults (i.e., the Tres Pinos Fault, the Park Hill West Fault) are located within the Hollister Planning Area. A segment of the San Andreas Fault system (running southeast to northwest along the Gabilan Mountains) is located approximately two and one half miles southwest of the boundary of the Planning Area, and the Quien Sabe Fault is located approximately three miles east of the boundary of the Planning Area.

In compliance with the Alquist-Priolo Earthquake Fault Zoning Act, the California Division of Mines and Geology has established Earthquake Fault-Rupture Hazard Zones along fault traces considered to be active or potentially active (see **Figure 9**). Special studies are required before development can take place in these zones, and no building within an Earthquake Fault-Rupture Hazard Zone is permitted to be placed across an active fault.

Two hazards which are most likely to occur in the immediate vicinity of earthquake faults are ground rupture and earth creep. Although ground rupture cannot be predicted with accuracy, it is most likely to occur along existing faults. Earth creep (the slow, steady movement of earth along a fault zone) occurs along faults and can damage roads and building foundations.

Groundshaking and liquefaction are also associated with seismic activity, and are in large part dependent on subsurface soil conditions. Alluvial soils underlie the Hollister Planning Area, and areas over these soils can be expected to experience greater shaking motion than areas which are underlain by firm bedrock. In general, liquefaction occurs in areas with granular soils that have a limited clay content and where the water table is within 30 feet of the surface. These conditions are expected to exist within portions of the Hollister Planning Area which have areas of perched groundwater (areas where groundwater is prevented from migrating downward by impermeable surfaces).

Studies are being undertaken to identify those portions of the Hollister Planning Area which may be subject to landslides. Generally, landslides may be expected to take place in the hills in the northwestern portion of the Planning Area and at Park Hill near the center of the Planning Area. Once detailed information on potential landslide hazards becomes available, it would be possible to amend the General Plan to reflect this new information.

III. NATURAL ENVIRONMENT

Figure 8
100-YEAR FLOOD ZONES
IN THE HOLLISTER PLANNING AREA
General Plan Program
City of Hollister, California

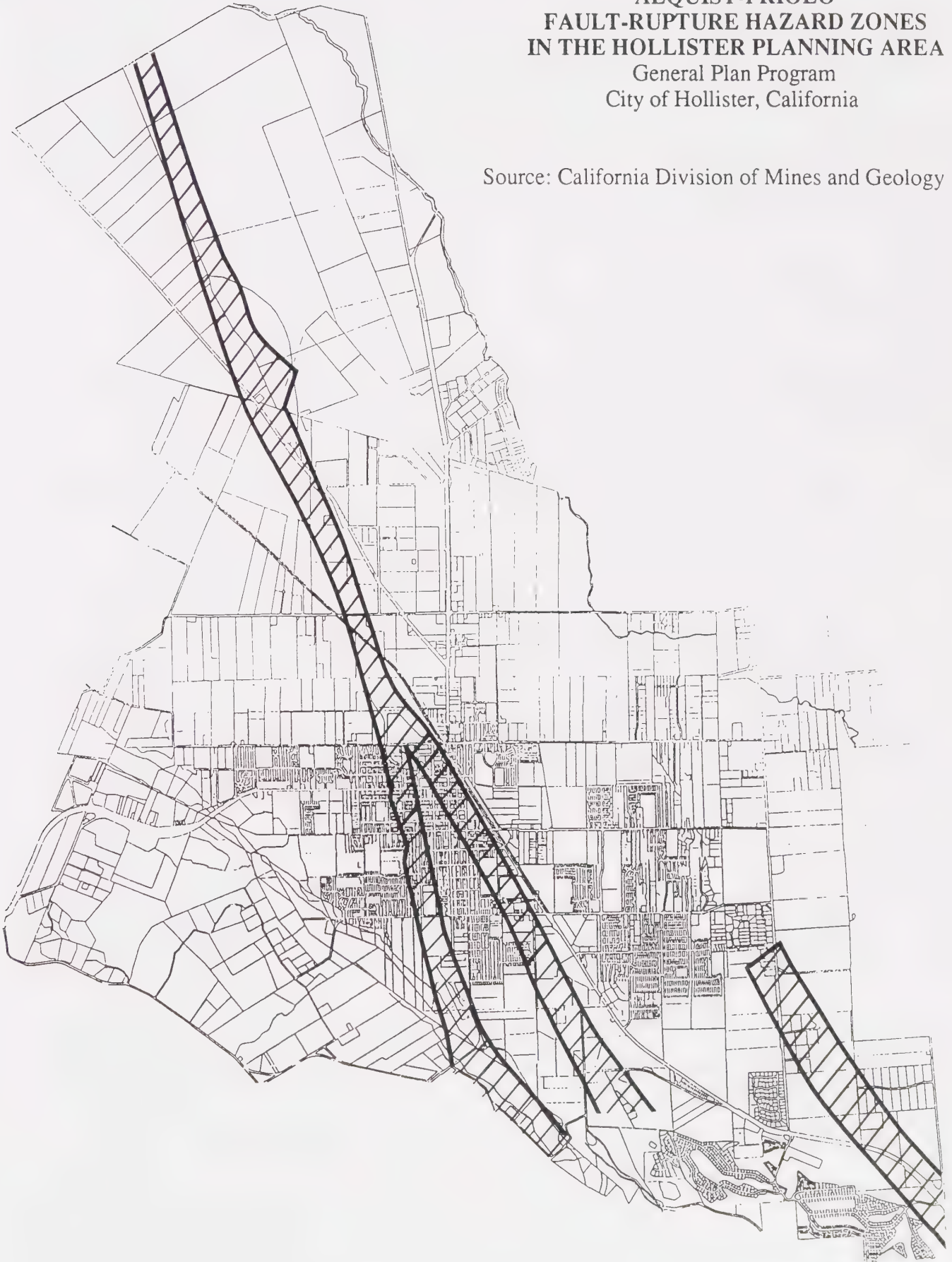
Source: Federal Emergency Management Agency



III. NATURAL ENVIRONMENT

Figure 9
ALQUIST-PRIOLO
FAULT-RUPTURE HAZARD ZONES
IN THE HOLLISTER PLANNING AREA
General Plan Program
City of Hollister, California

Source: California Division of Mines and Geology



III. NATURAL ENVIRONMENT

Fire Hazards

The California Department of Forestry (CDF) has classified portions of the Hollister Planning Area where the State of California has the responsibility for the suppression of wildfires in terms of the degree of fire hazard associated with these areas (see **Figure 10**). The hills in the northwestern portion of the Planning Area and the hills east of Fairview Road are designated as areas of moderate fire danger. The hills in the southern portion of the Planning Area are designated as areas of high fire danger. Other unincorporated portions of the Hollister Planning Area which are beyond the responsibility of the CDF are mostly agricultural land which could be considered to be moderate fire hazard areas.

Noise Environment

Basic Noise Concepts and Definitions

Noise is generally defined as unwanted sound. Environmental noise is usually measured in A-weighted decibels (dBA), defined below. With regard to changes in dBA noise levels, the following principles are relevant:

- ◆ Except in carefully controlled laboratory experiments, a change of one dBA cannot be perceived;
- ◆ Outside the laboratory, a three dBA change is considered a perceivable difference;
- ◆ A change in level of at least five dBA is required before any noticeable change in community response would be expected; and
- ◆ A ten dBA change is subjectively heard as an approximate doubling in loudness, and would almost certainly trigger an adverse community response.

Environmental noise typically fluctuates over time, and different types of descriptors are used to account for its variability. The most common descriptors are Leq and Ldn, which are described below.

Noise-Related Definitions

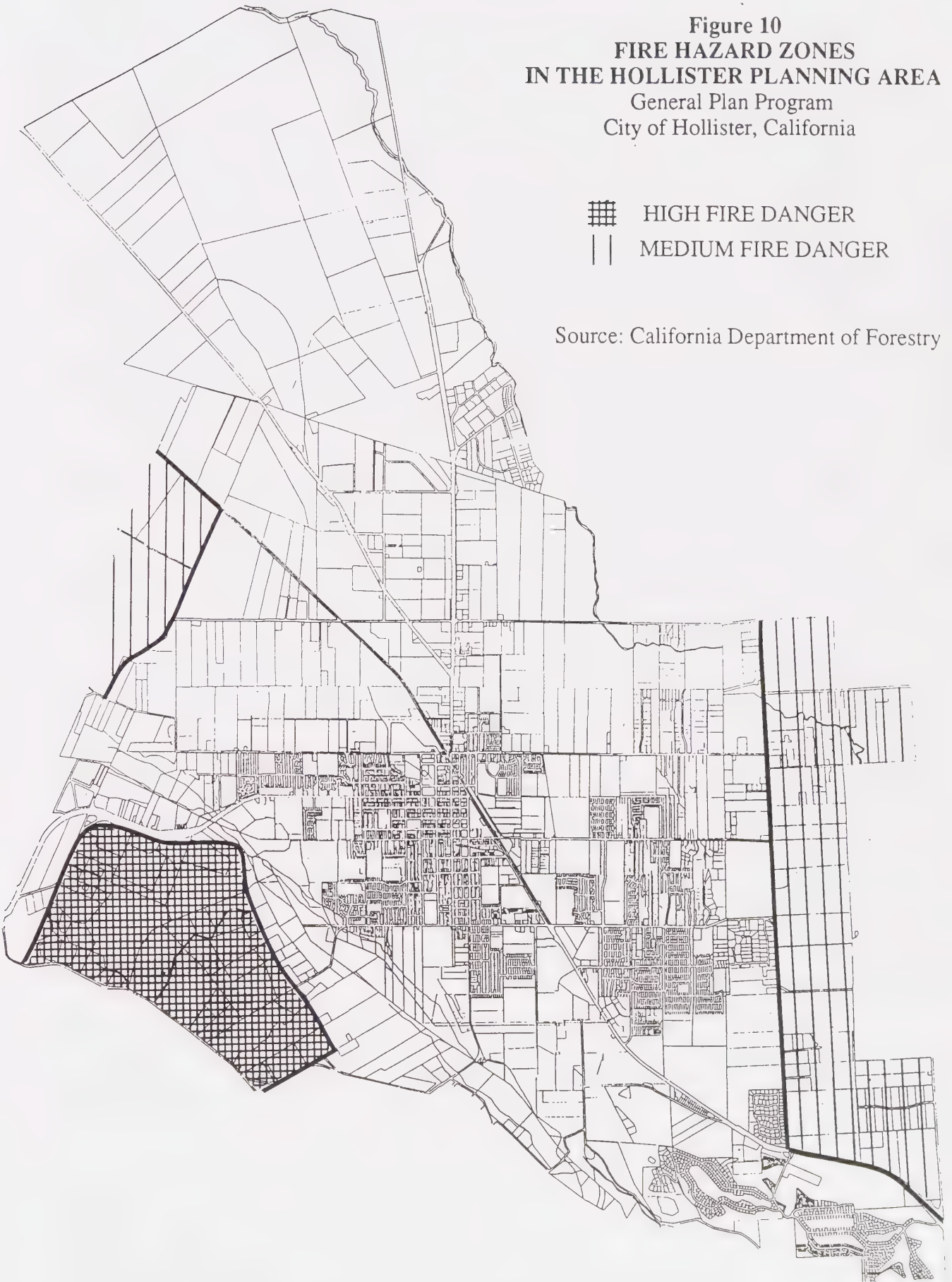
- ◆ Decibel, dB: A unit of measure describing the amplitude of sound, equal to 20 time the logarithm of the base 10 of the ratio of the pressure of the sound measures to the reference pressure, which is 20 micropascals.
- ◆ A-weighted Level: The sound pressure level in decibels as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very loud and very high frequency components of the sound in a manner similar to the response of the human ear and gives good correlation with subjective reactions to noise.
- ◆ L10: The A-weighted sound level exceeded ten percent of the sample time.

III. NATURAL ENVIRONMENT

Figure 10
FIRE HAZARD ZONES
IN THE HOLLISTER PLANNING AREA
General Plan Program
City of Hollister, California

▣ HIGH FIRE DANGER
▤ MEDIUM FIRE DANGER

Source: California Department of Forestry



III. NATURAL ENVIRONMENT

- ◆ Leq: Equivalent energy level. The sound level corresponding to a steady state sound level containing the same total energy as a time varying signal over a given sample period. Leq is typically computed over 1, 8, and 24-hour sample periods.
- ◆ CNEL: Community Noise Equivalent Level. The average equivalent A-weighted sound level during a 24-hour day, obtained after addition of five decibels to sound levels in the evening from 7:00 p.m. to 10:00 p.m. and after addition of ten decibels to sound levels in the night from 10:00 p.m. to 7:00 a.m.
- ◆ Ldn: Day-Night Average Level. The average equivalent A-weighted sound level during a 24-hour day, obtained after addition of 10 decibels to sound levels in the night after 10:00 p.m. and before 7:00 a.m.

Note: CNEL and Ldn represent daily levels of noise exposure average on an annual or daily basis, while Leq represents the equivalent energy noise exposure for a shorter time period, typically one hour.

- ◆ Noise Contours: Lines drawn about a noise source indicating constant levels of noise exposure. CNEL and Ldn are the metrics utilized herein to describe community exposure to noise.
- ◆ Ambient Noise: The composite of noise from all sources near and far. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location.
- ◆ Intrusive Noise: That noise which intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends upon its amplitude, duration, frequency, and time of occurrence, and tonal or informational content as well as the prevailing noise level.
- ◆ Noisiness Zones: Defined areas within a community where the ambient noise levels are generally similar (within a range).

Response to noise is subjective, and depends upon many factors other than acoustic intensity as reflected in the dBA scale. Examples of additional factors include the character of the noise (e.g. hissing, rumbling, or impulsive), the presence of pure tones (generally considered more annoying than "flat" noise like typical traffic noise), and the variation with time of loudness or pitch. To help put noise levels in terms of dBA into perspective, some typical noise sources and their corresponding noise levels are shown below.

III. NATURAL ENVIRONMENT

Typical Noise Sources and Associated Noise Levels

<u>Noise Source</u>	<u>Noise Levels (Decibels)</u>	<u>Description</u>
Jet take-off	120-130	Deafening
Artillery Fire		Painful
Sonic Boom	100-120	Deafening
Amplified Rock Music		Painful
Unmuffled truck	80-100	Very loud
Busy street noise		
Noisy office	60-80	Loud
Average radio		
Noisy home	40-60	Moderate
Average conversation		
Private office	20-40	Faint
Quiet home		
Leaf rustle	10-20	Very faint
Whisper		

Source: Adapted from Doelle, 1972.

Existing Regulations

State of California

Title 24, Part 2 of the California Code of Regulations contains requirements for construction of new hotels, motels, apartment houses and dwellings other than detached single-family dwellings intended to limit the extent of noise transmitted into habitable spaces. These requirements are collectively known as California Noise Insulation Standards. For limiting noise transmitted between adjacent dwelling units, the Standards specify the extent to which walls, doors, and floor-ceiling assemblies must block or absorb sound. For limiting noise from exterior sources, the Standards set forth an interior standard of 45 dB, CNEL (or Ldn) in any habitable room, with all doors and windows closed and require an acoustical analysis demonstrating how dwelling units have been designed to meet this interior standard where such units are proposed in areas subject to noise levels greater than CNEL (or Ldn) of 60 dB.

County of San Benito

San Benito County General Plan policies include the maintenance of the County's existing rural atmosphere, the encouragement of industry which is sensitive to and compatible with the environment and surrounding land uses, and the encouragement of building in areas that are not environmentally sensitive.

III. NATURAL ENVIRONMENT

City of Hollister

The Hollister City Code (Sections 3-21 and 10C) prohibits habitual dog barking or loud or unruly parties, and states that such conduct would be considered a public nuisance subject to fines and/or impoundment. This portion of the City Code is intended to help preserve the peace and quietude of the community.

Existing Ambient Noise Environment

The ambient noise environment over much of the Hollister area can be characterized as quiet and largely unaffected by man-made sources of noise. However, near the primary transportation arteries (i.e., Highway 156, Highway 25, Fourth Street, San Benito Street and Nash Road), the ambient noise environment is largely determined by motor vehicle traffic. Noise measurements were made by Planning Analysis and Development on June 16-17, 1993, at several locations in Hollister to quantify noise levels due to traffic and industrial operations. All measurements were taken at approximately 50 feet from the roadway centerlines.

Intrusive noise sources, such as train operations and aircraft overflights, can occasionally be heard above the generally quiet background noise environment. Other noise sources are seasonal in character and include agricultural noises and heavy vehicle traffic during harvest season. Very few noise complaints are received by the City of Hollister. The occasional complaints are most often barking dogs, crop dusting airplanes and loud trucks.

Measured Noise Levels at Selected Hollister Locations

<u>Location</u>	<u>Duration (in hours)</u>	<u>Noise Level (dBA)</u>
521 Nash Road	24	68 Ldn
*Intersection of San Benito Street/Nash Road	24	64 Ldn
Fourth Street, 200 feet west of San Benito Street	1	70 Leq
*Intersection of San Benito Street/Hillcrest Road	1	61 Leq
Intersection of Fourth Street/McCray Street	1	71 Leq
Intersection of Orchard Street/Fairview Road	1	65 Leq
Intersection of Airline Highway/Hillcrest Road	1	66 Leq

*From Draft Subsequent Environmental Impact Report, San Benito Street Extension, 1993.

Motor Vehicle Traffic

Fourth Street currently supports about 21,000 vehicles (daily weekday average). Noise levels along Fourth Street are approximately 70 dBA, Leq during the peak hour (see **Figure 11**). San Benito Street (North of Santa Ana Road) currently supports approximately 25,000 vehicles (daily weekday average), and noise levels along San Benito Street range from 67 dBA to 74 dBA, Leq at a distance of 50 feet from the roadway centerline (see **Figure 11**).

Figure 11
TRAFFIC DATA FOR DEVELOPING CURRENT (1993) NOISE CONTOURS
WITHIN THE HOLLISTER PLANNING AREA
 General Plan Program
 City of Hollister, California

Road Segment	Peak-hour	Speed	Vehicle Mix			Noise Level at 50 ft.
	<u>Volume¹</u>		<u>Auto</u>	<u>Medium</u>	<u>Heavy</u>	
Fourth Street	2,100	20	90	4	6	69
San Benito - Meridian to Santa Ana	2,550	20	90	4	6	70
San Benito - Santa Ana north	2,650	35	90	4	6	74
San Benito - Nash to Meridian	1,270	20	90	4	6	67
Tres Pinos - east of San Benito	2,010	35	96	2	2	70
Tres Pinos - Prospect to Memorial	1,050	35	96	2	2	67
Airline Hwy - Sunny-slope to Valley View	650	35	90	4	6	68
Nash - west of San Benito	1,800	35	96	2	2	69
Prospect Ave.	1,000	20	90	4	6	66
McCray St.	1,350	20	90	4	6	67
Santa Ana Rd.	1,300	20	90	4	6	67

Table Notes:

1. Peak-hour traffic volumes correspond to weekday afternoon conditions and are derived from information provided by Barton-Aschman Associates, Inc. Average speeds are in miles per hour. Vehicle mix relates to the percentage of autos, medium trucks, and heavy trucks that make up the total vehicle volume. Some truck percentages are based on Caltrans estimates.
2. Noise levels are in dBA, Leq and correspond to a distance of 50 feet from the centerline of the given road segment. Estimates were made using the FHWA Highway Traffic Noise prediction Model with California Vehicle Noise Emission Levels.

Source: Planning Analysis & Development

III. NATURAL ENVIRONMENT

Through the downtown area, vehicles move more slowly due to the volume of vehicles and traffic signals. As a result, noise levels in the downtown area are lower, and as traffic leaves that area and speeds increase, the noise levels also increase. Noise levels along Fourth Street and San Benito Street through the downtown area are high due to the large percentage of heavy trucks which pass through the city. Average speeds are typically 20 to 25 miles per hour, although the intersection of Fourth Street and San Benito Street is frequently likely to have trucks backed up at the intersection. Speeds are higher along these two roadways beyond the downtown area, averaging approximately 35 miles per hour.

Other collector streets in Hollister support much less traffic than Fourth Street and San Benito Street. Vehicle speeds on these roadways average approximately 35 miles per hour, and heavy trucks are frequently present.

Railroad Noise

A Southern Pacific rail line enters Hollister on a right-of-way that runs along State Highway 25 (San Benito Street) and terminates at the San Benito Foods cannery at Hawkins and Sally Streets. Southern Pacific operates trains on Monday, Wednesday and Friday between 4 p.m. and 7 p.m. along this rail line to serve San Benito Foods. Typically, the train will have between two and ten boxcars, which are dropped off at the San Benito Foods rail spur. On subsequent trips, these cars are picked up and additional cars are dropped off. San Benito Foods typically uses more cars during their canning season. Train noise is generated mainly by the locomotive engines and the car wheels moving along the rails.

The San Benito County Amended Noise Element, 1980 contains noise contours for the Southern Pacific rail line in Hollister. These simplified contours provide a generalized idea of the existing noise levels along this rail line, and are shown in **Figure 12**.

Aircraft Noise

The Hollister Municipal Airport is located within the northern limits of the City of Hollister. It has an east-west runway 4,020 feet in length and a north-south runway 4,020 feet in length. Construction has begun on a 3,500-foot extension of the north-south runway to the north to increase the safety and efficiency of the airport. Completion of this extension is expected by the end of 1993.

There were 53,330 aircraft operations at the Hollister Municipal Airport in 1993. Anticipated operations are projected to increase to 64,540 in 1995 and to 79,170 in 2000. Further expansion of the airport is not expected.

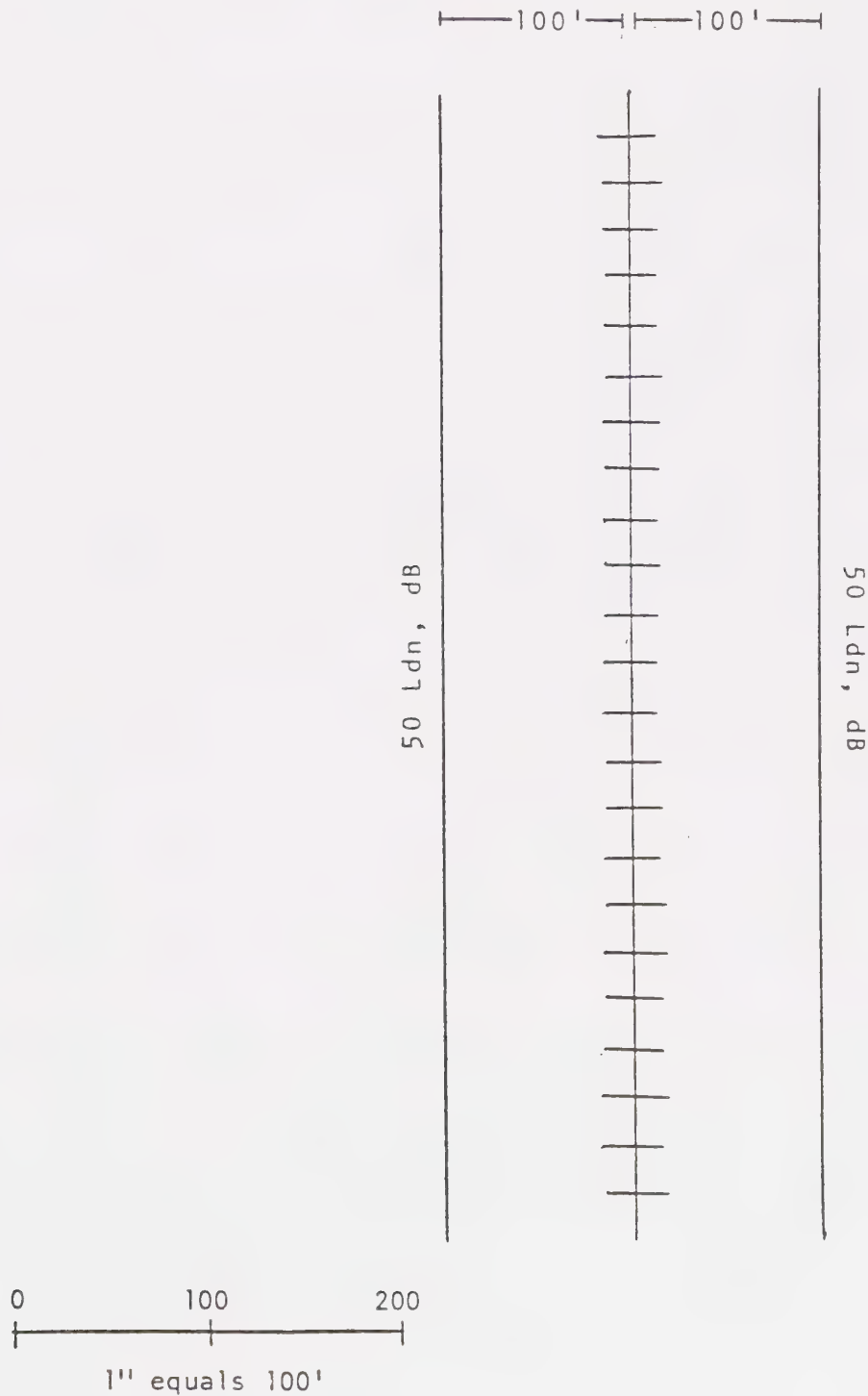
Current noise contours for the Hollister Municipal Airport are shown in **Figure 13**. Aircraft overflights are occasionally noticeable within the Hollister area, and at certain times of the year noise from crop-dusting aircraft may cause annoyance.

III. NATURAL ENVIRONMENT

Figure 12
TYPICAL RAILROAD NOISE EXPOSURE CONTOURS
FOR THE GILROY-HOLLISTER LINE: 1984

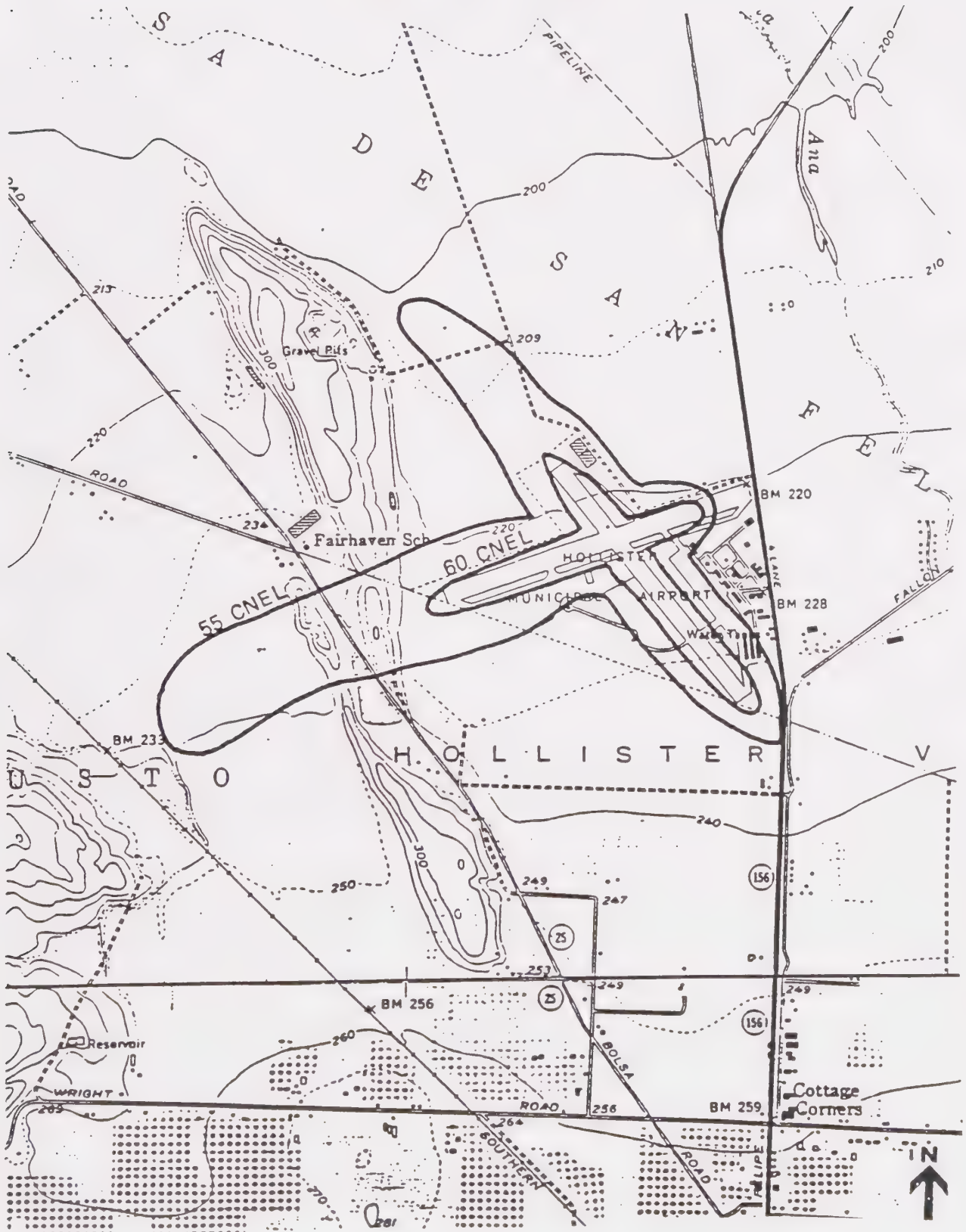
General Plan Program
City of Hollister, California

Source: San Benito County General Plan Amended Noise Element (1984), Figure 3, p. 15.



III. NATURAL ENVIRONMENT

Figure 13
**HOLLISTER MUNICIPAL AIRPORT
NOISE EXPOSURE CONTOURS: 1989**
General Plan Program
City of Hollister, California



Source: Hollister Airport Master Plan (1986)

Scale: 1" = 2000 feet

Industrial Noise Sources

Few industrial noise sources are found within the City of Hollister. A sand and gravel operation is located at the west end of Nash Road. The bridge used by sand and gravel trucks accessing the Hillside Quarry at the end of Nash Road washed out in 1993, and is not expected to be rebuilt in the near future. As a result, the percentage of truck traffic along Nash Road has decreased, while the percentage of truck traffic along Line Street has increased. The San Benito Foods cannery (located at Hawkins and Sally Streets) and Leatherback Industries (located at 544 McCray Street) are sources of industrial-type noise and noise associated with trucking operations.

Agricultural Noise Sources

Agricultural noise sources are seasonal, and could include the operation of heavy trucks and machinery which would add to ambient noise levels. Since these noise sources are seasonal and intermittent, they cannot be expressed in terms of Ldn.

Air Quality

Hollister lies within the eastern portion of the North Central Coast Air Basin, which is comprised of Santa Cruz, San Benito and Monterey Counties. This basin covers an area of 5,159 square miles, the southern portion of which encompasses the San Benito Valley, which runs northwest-southeast and which has the Gabilan Range as its western boundary.

A semi-permanent high pressure cell in the eastern Pacific Ocean is the primary factor influencing climate in the air basin. During the summer, this cell generates persistent westerly and northwesterly winds over the California coast. Air descending in the Pacific High forms a stable layer of warm air which lies over a cooler layer of coastal air. Onshore air currents pass over the cool ocean waters, bringing fog and relatively cool air into the coastal valleys, while warmer air aloft inhibits vertical air movement. The mountainous ridges in the basin tend to restrict and channel summer onshore air currents. Surface heating in the interior portion of the San Benito Valley creates a weak low pressure area which intensifies this onshore air flow during the afternoon and evening hours.

In the fall, surface winds become weak, and the marine air layer grows more shallow (or sometimes dissipates completely). As the relatively stationary air mass is held in place by the Pacific High, pollutants can build up, and north or east winds which may develop frequently move air pollutants generated in the San Francisco Bay area and in the Great Valley into the North Central Coast Air Basin.

During the winter, the Pacific High exerts less influence over the air basin as it migrates southward. Air frequently flows in a southeasterly direction out of the San Benito Valley, especially at night and during the morning hours. Although easterly winds are more frequent during the winter, northwest winds still dominate the air basin. In the absence of persistent deep inversions, and with the passing of occasional storm systems, air quality within the air basin is generally good in the winter and early spring.

III. NATURAL ENVIRONMENT

Hollister experiences westerly winds nearly one-third of the time. The prevailing air flow during the summer months is believed to originate in the Monterey Bay area, entering the northern end of the San Benito Valley through the air gap above the Pajaro River as it passes through the Gabilan Range. Northwesterly flows bring air into the area from the Santa Clara Valley.

In 1983, through the use of tracer gases, the Hollister area was determined to be the impact area for pollutants generated in the southern portion of the San Francisco Bay region. The California Air Resources Board has determined that some recent violations of ambient air quality standards for ozone within the North Central Coast Air Basin were overwhelmingly attributable to the movement of air from the Bay Area, while other violations resulted from emissions within the basin which combined with pollutants from the Bay Area. In 1989, one of these "combination" violations of the ozone standard occurred in Hollister, one of four stations within the basin which monitor ambient air. All other violations of the ozone standards in the Hollister area were overwhelmingly attributable to the movement of pollutants which were generated north of the basin.

Between 1985 and 1990, 26 violations of the California Ambient Air Quality Standard for ozone and 6 violations of the State standard for particulate matter, 10-micron (PM-10) were recorded in the Hollister area. State ozone standards were violated in the Hollister area on an average of 4 or 5 days each year, although the number varied widely from one year to the next. The federal standard for ozone was last exceeded in the Hollister area in 1981.

Emissions associated with residential development are primarily related to indirect sources, such as an increased number of motor vehicles. The Air Quality Management Plan (AQMP) prepared by the Monterey Bay Unified Air Pollution Control District (MBUAPCD) outlines transportation control measures designed to reduce these emissions. In addition, proposed residential development within the Hollister Planning Area must be consistent with the population projections presented in the AQMP.

For industrial activities, the MBUAPCD determines whether direct emissions associated with equipment or process operation of the facilities will comply with all applicable District rules and regulations. If found in compliance, the MBUAPCD issues a permit for that activity. Sources not subject to District permit authority may be deemed consistent with the AQMP if emissions are forecasted in the AQMP inventory.

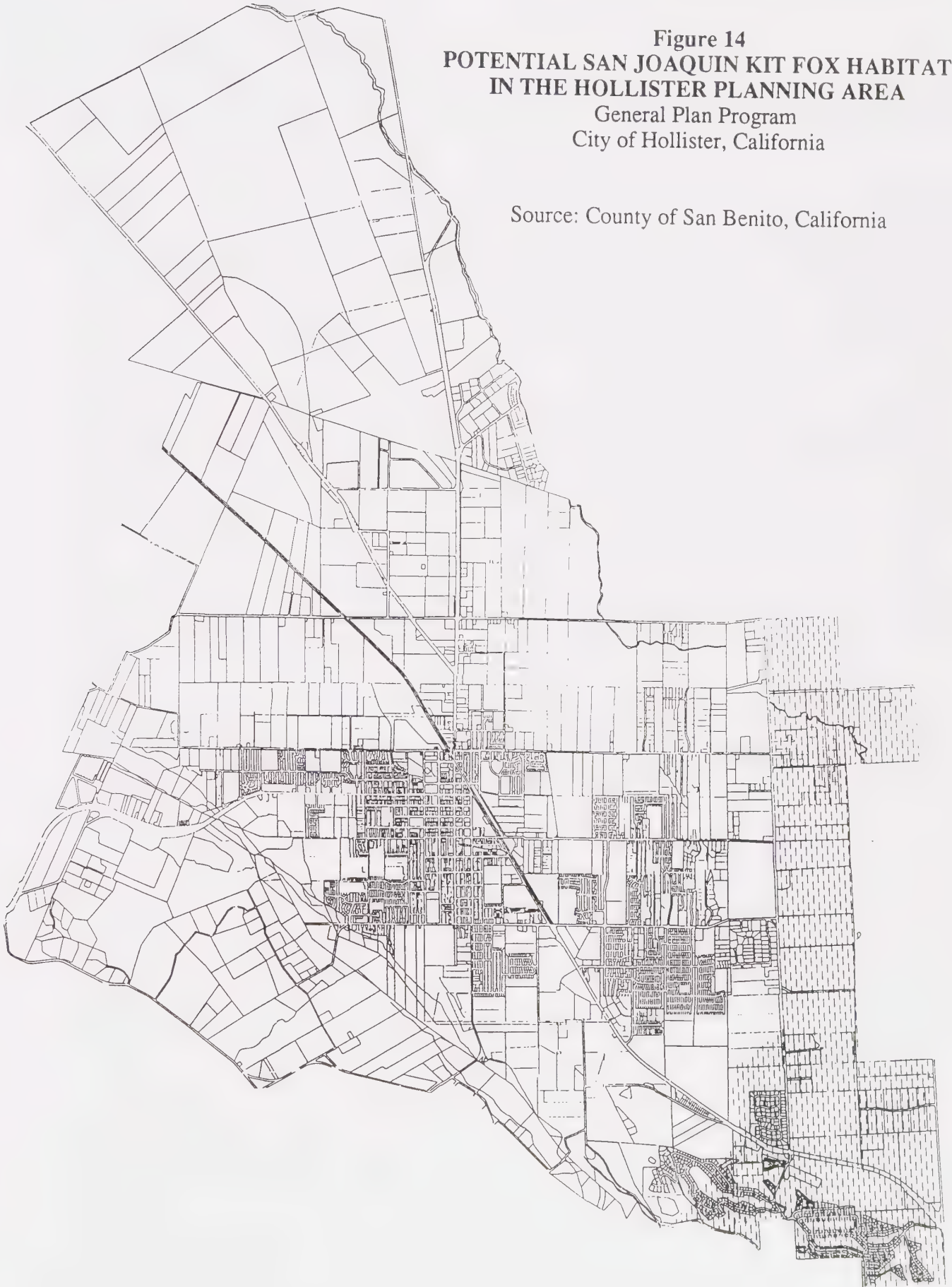
Wildlife Habitat

The San Joaquin kit fox (*Vulpes macrotis mutica*) is listed as a federally endangered and state threatened species, and has been identified in the Natural Diversity Database (prepared by the California Department of Fish and Game) as the only species endangered, threatened or of special concern which may be found within the Hollister Planning Area. The nearest sighting of a San Joaquin kit fox in relation to the Hollister Planning Area occurred in 1972, when one was seen approximately 3,000 feet east of the southeast corner of the Planning Area. However, the San Joaquin kit fox is known to range within two miles of sightings, and San Benito County has designated the area east of Fairview Road as a potential San Joaquin kit fox habitat area (see **Figure 14**).

III. NATURAL ENVIRONMENT

Figure 14
POTENTIAL SAN JOAQUIN KIT FOX HABITAT
IN THE HOLLISTER PLANNING AREA
General Plan Program
City of Hollister, California

Source: County of San Benito, California



III. NATURAL ENVIRONMENT

Development proposed within the County-designated kit fox habitat area boundaries will be assessed an impact fee for every home or acre developed, under the terms of a Habitat Conservation Agreement with the U.S. Fish and Wildlife Service. Developers must conduct pre-construction kit fox surveys within this area.

Riparian habitat areas are commonly found within the 100-year floodplain. California Department of Fish and Game policy is to permit no net loss of riparian habitat, which means that those who propose to develop or otherwise modify a riparian habitat must, at a minimum, preserve or recreate a habitat area equal in area to the amount of riparian habitat which would be lost in implementing their plans.

Visual Qualities

Portions of the Hollister Planning Area provide views of the surrounding countryside, while other portions provide residents and visitors with visual images related to Hollister's "small town" character. Views of fields and distant hills are common along Highway 25 and San Felipe Road north of Hollister, along McCloskey Road, Santa Ana Road and Fairview Road north and east of Hollister, along Highway 25, Southside Road and Union Road south of Hollister, and along Buena Vista Road and Wright Road north and west of Hollister. The San Benito River valley can also be seen from several local roadways.

The tree-lined streets in portions of central Hollister, particularly within the area bounded by Fourth Street, Sally Street, Nash Road and Line Street, present an attractive visual element of the local landscape. The Monterey Street Historic District, which contains a selection of historically significant structures with architectural styles representative of Hollister's history from incorporation in 1872 to World War II, has received a designation of National Historic Significance. Although the downtown commercial district may be in need of some improvements (as indicated in the Hollister Downtown Strategy and Plan), it still presents visitors and residents with a strong visual image of a small town "main street".

B. PROJECTIONS

Agriculture and Soils

As development pressures in the Hollister area increase, the demand for land suitable for residential development is expected to result in the conversion of some land which is currently in agricultural production, and some development may take place on soils which have been identified as among the most productive in the country. As construction takes place in developing areas, soil erosion would be expected to increase.

Open Space

A growing population is expected to place an increased demand on local open space resources, and as land which currently provides open space is converted to other uses, the amount of open space remaining within the Planning Area will be reduced.

Mineral Deposits

Increased development within the region is likely to create a growing demand for the regionally significant construction aggregate deposits which are located within the Hollister Planning Area.

Stormwater Runoff

Increased development within the Hollister Planning Area would be expected to increase the amount of impervious surface in areas which are currently not paved or built-over, with a corresponding increase in the amount of stormwater runoff following each storm. Increased runoff could be expected to contribute to additional flooding problems in those portions of the Planning Area already susceptible to flooding.

Seismic Hazards

With additional development, more residents would be exposed to the hazards generally associated with seismic activity in the local area.

Fire Hazards

Additional development within those portions of the Hollister Planning Area which have been identified as being at a high risk of wildland fires would place residents in these areas at increased risk of injury or property damage.

Noise Environment

The future noise environment within the City of Hollister is projected to experience a moderate increase in traffic-related noise (see **Figure 15**). No significant increase in noise is projected in relation to other land uses within the community (see **Figures 16 and 17**). Highways 25 and 156 (including the proposed Highway 25 Bypass) will continue to be the main sources of traffic noise, and increases in noise levels may occur with increased speed on these main roadways. The proposed Bypass is expected to have a beneficial effect on traffic congestion by diverting trucks from the downtown roadway network. Anticipated development will result in the introduction of traffic noise into areas which are not currently exposed to such noise, but noise levels are expected to be compatible with designated land uses.

Air Quality

The Air Quality Management Plan (AQMP) prepared by the Monterey Bay Unified Air Pollution Control District (MBUAPCD) indicates that, in general, population-related projects which are consistent with the population forecasts prepared by MBUAPCD are consistent with the AQMP. Based on information from the Council of San Benito County Governments, the MBUAPCD has projected a Hollister population of 44,088 for the year 2010. This estimate is more than 15 percent higher than the year 2010 population estimate of approximately 38,000 which has been used to develop the Hearing Draft General Plan.

The increased traffic volumes associated with additional development would have a potentially adverse impact on air quality within the region.

III. NATURAL ENVIRONMENT

Figure 15
TRAFFIC DATA FOR DEVELOPING PROJECTED (2010) NOISE CONTOURS
WITHIN THE HOLLISTER PLANNING AREA
 General Plan Program
 City of Hollister, California

Road Segment	Peak-hour Volume ¹	Speed	Vehicle Mix			Noise Level at 50 ft. ²
			<u>Auto</u>	<u>Medium</u>	<u>Heavy</u>	
Fourth Street	1,000	25	90	4	6	68
San Benito - Meridian to Santa Ana	2,050	20	90	4	6	69
San Benito - Santa Ana north	2,400	35	90	4	6	74
San Benito - Nash to Meridian	1,350	20	90	4	6	67
Tres Pinos - east of San Benito	1,650	35	96	2	2	69
Tres Pinos - Prospect to Memorial	1,850	35	96	2	2	70
Airline Highway - Sunnyslope to Valley View	2,700	35	90	4	6	75
Nash - west of San Benito	1,100	35	90	4	6	71
Prospect Ave.	2,250	30	96	2	2	69
McCray St.	2,250	30	96	2	2	69
Santa Ana Rd.	550	30	96	2	2	66
Highway 25 Bypass	3,750	40	90	4	6	77

Table Notes:

1. Peak-hour traffic volumes correspond to weekday afternoon conditions and are derived from information provided by Barton-Aschman Associates, Inc. Average speeds are in miles per hour. Vehicle mix relates to the percentage of autos, medium trucks, and heavy trucks that make up the total vehicle volume. Some truck percentages are based on Caltrans estimates.
2. Noise levels are in dBA, Leq and correspond to a distance of 50 feet from the centerline of the given road segment. Estimates were made using the FHWA Highway Traffic Noise prediction Model with California Vehicle Noise Emission Levels.

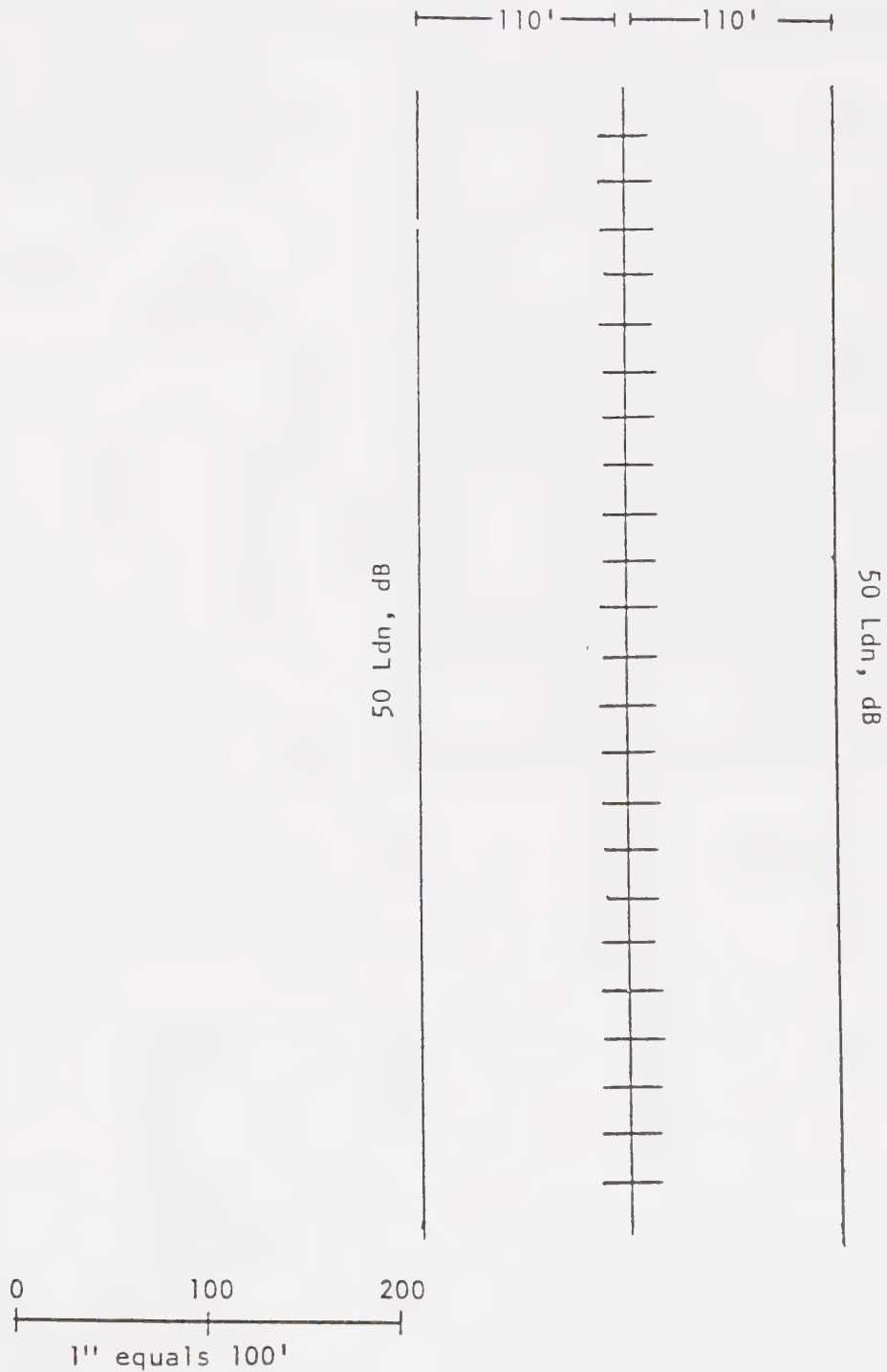
Source: Planning Analysis & Development

III. NATURAL ENVIRONMENT

Figure 16
PROJECTED RAILROAD NOISE EXPOSURE CONTOURS
FOR THE GILROY-HOLLISTER LINE: 2005

General Plan Program
City of Hollister, California

Source: San Benito County Amended Noise Element (1984), Figure 5, p.17.



III. NATURAL ENVIRONMENT

Figure 17
HOLLISTER MUNICIPAL AIRPORT
PROJECTED NOISE EXPOSURE CONTOURS: 2005

General Plan Program
City of Hollister, California



Source: Hollister Airport Master Plan (1986)

Wildlife Habitat

Additional development could put increased pressure on existing wildlife habitat areas.

Visual Qualities

The Parks and Recreation Master Plan identifies several areas which could serve as "gateways" to Hollister. These are located along Highway 25 (one northwest and one southeast of Hollister), and along Highway 156 (one north and one west of Hollister). It suggests entry signs and median landscaping in these areas. Other measures which are suggested by the Parks and Recreation Master Plan to visually enhance the "small town" atmosphere of Hollister include the preservation of orchards (or at least rows of trees adjacent to major roadways), the preservation and maintenance of existing street trees, and the planting of additional mature trees in portions of the City which have recently been developed.

C. ISSUES

The primary issues related to the natural environment within the Hollister Planning Area are:

- How to accommodate growth while continuing efforts to conserve natural resources?
- How to accommodate growth while maintaining productive farmland and open space?
- How to accommodate growth while limiting the risk of exposure to seismic hazards?
- How to accommodate growth while maintaining adequate protection from fire hazards?
- How to accommodate growth while maintaining adequate protection from flood hazards?
- How to accommodate growth while maintaining or improving the current noise environment?
- How to accommodate growth while maintaining or improving the air quality within the Hollister Planning Area?
- How to accommodate growth while limiting potential damage to existing wildlife habitat areas?
- How to accommodate growth while protecting or enhancing the visual qualities of the Hollister Planning Area?

D. GOALS

The central goals of this chapter are:

- Conserve natural resources.

III. NATURAL ENVIRONMENT

- Protect the environment within the Hollister Planning Area.
- Protect agricultural land from inappropriate development.
- Protect local residents from unacceptable exposure to natural hazards.
- Protect local residents from unacceptable exposure to noise.
- Promote a noise environment that reflects a balance of the various City objectives while minimizing the impact of highway, railroad, airport, industrial and agricultural noise on local residents to ensure a pleasant, healthful environment.
- Coordinate growth management planning and implementation with San Benito County.

E. POLICIES

Conservation and Open Space

1. Hollister shall promote development practices which will result in the conservation of energy, water, minerals and other natural resources. (See Implementation Action III.A)
2. Hollister shall require those proposing new development to incorporate energy conservation measures in the design and construction of all proposed residential, commercial, industrial and public buildings. (Stand-alone Policy - SAP)
3. Hollister shall require those proposing new development to design all proposed commercial, office and industrial structures with high-efficiency heating-ventilation-air conditioning (HVAC) systems for maximum energy efficiency. (SAP)
4. Hollister shall require those proposing new development to design all window systems to reduce thermal gain during warm weather and heat loss during cool weather. (SAP)
5. Hollister shall require those proposing new development to install high-efficiency sodium lamps for all street and parking lot lighting. (SAP)
6. Hollister shall require those proposing new development to design open spaces to minimize paved areas and to maximize landscaping to reduce outdoor air temperatures around buildings in warm weather. (SAP)
7. Hollister shall encourage the use of domestic solar energy. (SAP)
8. Hollister shall obtain the assistance of the Pacific Gas and Electric Company in reviewing proposals for commercial buildings and major subdivisions of more than 25 units during the design and approval process to assure the incorporation of energy efficiency recommendations into the plans. (SAP)

III. NATURAL ENVIRONMENT

9. Hollister shall encourage the maintenance of open space areas whenever practical through the protection of prime farmlands, the prevention of new development in areas subject to natural hazards and the development of additional parks and trails. (III.B)
10. Hollister shall consider the use of creative site planning in a way that is responsive to open space values. (III.B)

Agriculture

11. Hollister shall, whenever possible, minimize the premature conversion of prime farmland to non-agricultural uses by directing urban growth toward portions of the Hollister Planning Area which have not been identified as prime farmland. (III.B, D)
12. Hollister shall promote concentric, contiguous growth in those areas where supporting infrastructure and service capacities already exist, placing a priority on those areas where infill development can best be accomplished. (III.B, D)
13. Hollister shall consider promoting the development of a voluntary "Subscription Farming" or Community Supported Agriculture (CSA) program as part of proposed development on sites where conditions may be suitable. (III.B, D)
14. Hollister shall encourage the sponsors of subdivisions on agriculturally viable land to enter and maintain prime soils of the proposed subdivision in Williamson Act contracts as a means of off-setting the loss of agricultural land. (III.B, D)
15. Hollister shall encourage the County of San Benito to maintain existing County land use policies which discourage urban development in rural areas within the County as a way to ensure continuing agricultural operations within portions of the Hollister Planning Area. (II.M, III.D)
16. Hollister shall consider the adoption and enforcement of an Agricultural Community Disclosure Ordinance (similar to the County of San Benito's "Right to Farm" Ordinance No. 577) for all future residents of subdivisions adjacent to or incorporating agricultural operations. (SAP)
17. Hollister shall work to develop and adopt a County of San Benito/City of Hollister urban growth management agreement which implements the general plans of both jurisdictions and outlines the process for review and action on development proposals and programs within the Hollister Planning Area. The primary objective of such an agreement should be to have the County direct future urban growth to existing urban areas in an effort to enhance the viability of agriculture and to limit the premature conversion of agricultural land to other uses in the rural portions of San Benito County. (SAP)
18. Hollister shall require developers to inform potential buyers of homes near agricultural areas of the possible hazards associated with the application of pesticides/herbicides and nuisances from other cultivation practices. In those cases where the County of San Benito's "Right-to-Farm" Ordinance applies to the City review of projects, homeowners shall also be informed of this ordinance by developers. (SAP)

III. NATURAL ENVIRONMENT

Natural Hazards

Geologic and Seismic Hazards

19. Hollister shall regulate development in areas subject to geologic and seismic hazards. Limitations on development shall be directly related to the degree of hazard involved, and may extend to the prohibition of development in areas subject to potentially severe geologic and seismic hazards. (III.G)
20. Hollister shall ensure that, prior to development approval, all faults (as indicated by Alquist-Priolo Earthquake Fault-Rupture Hazard Zones) in the vicinity of the proposed development site have been investigated and that the proposed development incorporates mitigation measures which reduce all potential geologic and seismic hazards associated with the site to an acceptable level of risk. (III.G)
21. Hollister shall ensure that all structures designed for human occupancy are designed and constructed to retain structural integrity when subjected to seismic activity through compliance with the provisions of the Uniform Building Code. (III.G)
22. Hollister shall ensure that all new roads, bridges and utility lines are constructed to accommodate possible fault movement. (III.G)
23. Hollister shall require utilities to be designed and installed to provide sufficient flexibility to withstand the expected ground motion induced during an earthquake. (III.G)
24. Hollister shall require engineering tests for those development projects which may be exposed to impacts associated with expansive soils, so that building foundation footings, utility lines, roadways and sidewalks can be designed to accept the estimated degree of soil contraction, expansion and settlement, according to the standards of the Uniform Building Code. (III.G)

Fire Hazards

25. Hollister shall ensure that areas where new development is proposed will be adequately protected from fire hazards through the provision of a water supply system capable of providing the flow required for fire suppression. (III.H)
26. Hollister shall ensure that all development located within High Fire Hazard Zones adheres to the California Uniform Fire Code "Environmental Hazard Controls" (Appendix II-A), which requires spark arrestors for any chimney, prohibits open-flame devices, requires the clearance of brush or vegetative growth within 30 feet of structures and requires the clearance of brush within 10 feet of roadways. (III.H)

Flooding

27. Hollister shall minimize the risks of flood hazards primarily through appropriate land use planning and avoidance of incompatible land uses, as outlined in the City's Flood Damage Prevention Ordinance, as amended from time to time. (III.I)

III. NATURAL ENVIRONMENT

28. Hollister shall regard open space uses such as agriculture, passive to low-intensity recreation and open space conservation as the most acceptable land uses in designated floodplains. (III.E, I)
29. Hollister shall require all new development within designated floodplains (including filling, grading and construction) to conform to the rules and regulations of the National Flood Insurance Program and to all local policies or ordinances such as the City's Flood Damage Prevention Ordinance. (III.I)
30. Hollister shall encourage property owners to participate in a flood insurance program. (III.I)

Noise

31. Hollister shall maintain the relatively quiet ambient noise levels in all residential portions of the Hollister Planning Area. (SAP)
32. Hollister shall ensure that proposed development will not increase the ambient noise levels in the vicinity of such development beyond the levels identified as "acceptable" in the Hollister General Plan. (III.J)
33. Hollister shall, in coordination with the County of San Benito and CALTRANS, develop a system of truck routes within the Hollister Planning Area designed to discourage or prohibit the movement of large trucks through residential neighborhoods. (VI.N, O)
34. Hollister shall consider the environmental impact of transportation-related noise and other noise sources during the review and approval of development plans and requests for changes in the zoning ordinance. (III.J)
35. Hollister shall adopt the Title 24 interior noise level standard of 45 dBA L_{dn} multi-family dwellings for all dwelling units. (SAP)
36. Hollister shall require construction operations to use noise suppression devices and techniques. (SAP)
37. Hollister shall limit noisy construction activities to the least noise-sensitive times. (SAP)
38. Hollister shall incorporate appropriate noise attenuation features in the design of all new arterial streets. (VI.G)
39. Hollister shall discourage development in areas of inappropriate or high noise levels as determined using the land use compatibility guidelines and the noise contour maps presented in the Hollister General Plan. (III.J)
40. Hollister shall require that noise mitigation measures be included when residential development is proposed near significant noise sources, and that the costs of such mitigation measures be equitably allocated. (III.J)

III. NATURAL ENVIRONMENT

41. Hollister shall require the construction of berms or walls between arterials and new residential developments where necessary to limit noise exposure to a maximum level of 60 dBA L_{dn} in outdoor areas. (VI.G)
42. Hollister shall revise the Noise Ordinance to incorporate the noise-related policies presented in the Hollister General Plan and to develop a procedure for handling noise complaints. (SAP)

Air Quality

43. Hollister shall ensure, prior to development approval, that all proposed development is fully consistent with the current Air Quality Management Plan of the Monterey Bay Unified Air Pollution Control District. (III.K)
44. Hollister shall require the watering of exposed earth surfaces during excavation, grading and construction activities. (SAP)
45. Hollister shall require the daily (or as needed based upon actual circumstances) cleanup of mud and dust carried onto street surfaces by construction vehicles. (SAP)
46. Hollister shall require the appropriate measures to be taken to reduce wind erosion during construction, such as watering of soil, replanting and repaving. (SAP)

Water Quality

47. Hollister shall develop an illicit discharge elimination program, which will seek to eliminate illegal connections to the storm drain system and the illegal dumping of toxic materials into the storm drain system. (SAP)
48. Hollister shall develop guidelines for a water quality source control program which incorporates public education, planning, management, material use and disposal controls, spill prevention and cleanup, street sweeping and sewer maintenance. (SAP)
49. Hollister shall identify sites which may be used for vegetated swales or strips, infiltration, media infiltration, water-oil separators, wet ponds, constructed wetlands, extended detention basins and multiple systems which may enhance water quality. (SAP)
50. Hollister shall develop a public information/education program to enhance water quality. Such a program may include storm drain stenciling, presentations to schools and community groups and watershed planning efforts. (SAP)
51. Hollister shall ensure that all active drainage channels and culverts associated with subdivisions and large-scale developments are inspected for accumulated sediment after construction has been completed. If the inspections indicate that sediment accumulation has occurred, then these drainage structures should be cleared of debris and sediment. (SAP)

III. NATURAL ENVIRONMENT

52. Hollister shall require developers to conduct well and ditch tailwater tests to determine the presence of "Category I" herbicides and pesticides, and triazide herbicides, as well as other chemicals that have the potential to pollute the groundwater and cause health risks. If such chemicals are found, the City of Hollister shall, at the developers expense, conduct a health risk assessment to determine if people will be exposed to hazardous levels of contaminants as a result of the proposed project. If the health risk assessment indicates that additional mitigation measures are needed to prevent continued groundwater contamination, bioremediation with the use of appropriate bacteria should be carried out at the developers expense, supervised by the City of Hollister, and the developer shall be required to construct a fence around the perimeter of the property to prevent residents and domestic pets from trespassing on adjoining farms, and to reduce the potential for chemical wind drift. (SAP)
53. Hollister shall distribute information on the proper handling and disposal procedures for hazardous household chemicals. (SAP)

Wildlife Habitats

54. Hollister shall identify and protect the habitats of endangered species which may found within the Hollister Planning Area, in cooperation with the U.S. Fish and Wildlife Service and the California Department of Fish and Game. (III.L)
55. Hollister shall require a delineation of jurisdictional waters by a qualified biologist at the outset of the project planning stage of any proposed development that contains or is immediately adjacent to wetlands. This delineation shall be verified and approved by the U.S. Army Corps of Engineers. (SAP)
56. Hollister shall require those development projects which may result in the disturbance of delineated seasonal wetlands to be redesigned to avoid such disturbance. (SAP)
57. Hollister shall require pre-construction surveys for nesting raptors, to be conducted by a qualified ornithologist, for those projects that would affect on-site oaks or orchards, or which would involve construction during the nesting season (March to July). Hollister shall allow no construction activities that would result in the disturbance of an active raptor nest (including tree removal) to proceed until after it has been determined by a qualified ornithologist that the nest has been abandoned. (SAP)
58. Hollister shall require specialized surveys for special status species for those projects which have been proposed in areas which contain suitable habitat for such species. All surveys should take place during appropriate seasons to determine nesting or breeding occurrences. (SAP)
59. Hollister shall require developers to assure the provision of compensatory habitat, habitat enhancement or habitat protection if impacts to sensitive species which could result from proposed development cannot be avoided. (SAP)

III. NATURAL ENVIRONMENT

60. Hollister shall require project applicants in the Fairview Road/Santa Ana Road area to develop and implement a mitigation plan to avoid or otherwise compensate for any disturbance to the burrowing owl colony in that area. This plan should be developed in coordination with the California Department of Fish and Game. (SAP)
61. Hollister shall require project applicants with proposed projects on grazing or fallow agricultural land to conduct a spring survey for the presence of burrowing owls. (SAP)
62. Hollister shall utilize regional planning and the use of concepts such as mitigation banking to offset the cumulative effects of piecemeal development on the habitat of special status species. (SAP)
63. Hollister shall require those development projects which involve the unavoidable loss of riparian areas to replace any such loss on-site or in immediately adjacent off-site areas along the river/stream corridor, and shall require project sponsors to develop revegetation plans which offset losses of biotic values, in coordination with the California Department of Fish and Game and the U.S. Army Corps of Engineers. (SAP)

Visual Qualities

64. Hollister shall review all development applications to determine the visual impacts associated with the proposed development, and shall ensure that all adverse visual impacts are mitigated to the maximum extent feasible prior to granting development approval. (III.M)
65. Hollister shall require that new utility and distribution lines into individual development projects be placed underground. (SAP)
66. Hollister shall require those proposing new development to use high-pressure sodium (HPS) lighting for all street, pathway and parking lighting. (SAP)
67. Hollister shall require those proposing new development to fully shield and install all outdoor lighting fixtures so that no light is emitted above the horizontal plane running through the top of the source of illumination. (SAP)

F. GENERAL PLAN MAP

The following land use classifications related to the conservation, utilization and protection of natural resources have been applied to areas shown on the General Plan Map:

- Open Space - These two designations provide for the following types of uses:
 - (a) Open Space/Conservation (O/C) - Lands within these areas are essentially unimproved and are devoted to the preservation of natural resources, the managed production of resources, etc. These areas also include outdoor recreation uses in conjunction with areas of managed resources or areas that have been subject to reclamation of natural resources. Approximately 712 acres within the Hollister

III. NATURAL ENVIRONMENT

Planning Area have been designated as Open Space/Conservation (O/C) on the General Plan Map, all of which are located along the San Benito River flood plain.

(b) Open Space/Parks (O/P) - Lands utilized for public and private outdoor recreation purposes, including limited cultural uses such as amphitheaters, public art and museums associated with a public park. Approximately 98 acres within the Hollister Planning area are designated as Open Space/Parks on the General Plan Map, all of which are currently in use as City or County parks.

- Agriculture (A) - This designation is applied to areas outside of the Urban Service Area which are currently in agricultural uses that may be considered interim in nature, and which may be available for urban use in the future. Approximately 3,410 acres within the Hollister Planning Area have been designated as Agriculture (A) on the General Plan Map. Roughly 12.5 percent of this acreage (approximately 430 acres) has been assigned an Urban Reserve - Light Industrial (UR-LI) overlay designation in anticipation of possible non-residential development at some point beyond the current planning horizon. Some of the remaining acreage in the Agriculture designation (approximately 615 acres) has been assigned an Urban Reserve - Low Density Residential (UR-LDR) overlay designation.
- Agricultural Preserve (AP) - This designation is applied to areas which have been committed to permanent agricultural use. As farmland preservation programs are developed, these agricultural preserve areas may be based upon agreements with property owners, possibly utilizing transfer of development rights or farm trusts. Approximately 983 acres within the Hollister Planning Area have been designated as Agricultural Preserve (AP) on the General Plan Map.

G. IMPLEMENTATION

Conservation and Open Space

- A. Review all development proposals for energy efficiency and features which conserve water, minerals and other natural resources prior to the issuance of any building permit.
- B. Wherever feasible, encourage those proposing development to cluster planned residential development, leaving open space buffers in proposed site plans, particularly on the borders of development facing agricultural uses and State Routes 25 and 156. This will diminish the potential for land use conflicts and improve opportunities for visual harmonization between agricultural and urban activities.
- C. Impose conditions upon proposed land uses which may be incompatible with adjacent mineral resource zones in order to mitigate any significant land use conflicts that would otherwise be incompatible with mineral extraction.

III. NATURAL ENVIRONMENT

Agriculture

- D. Coordinate with the County of San Benito in efforts to maintain prime farmlands in active agricultural use whenever possible. The establishment of a farmland trust, which could accept donations of land or conservation easements, may provide a mechanism to permanently preserve prime farmland within the Hollister Planning Area.

Natural Hazards

- E. Identify those areas with natural hazards which are unsuitable for development but which may be suitable for recreational uses, and encourage developers to dedicate such lands to the City for use as parks or for preservation as open space consistent with the City of Hollister Parks and Recreation Master Plan or other infrastructure plan developed for a given area. Such areas of dedication or proposed to develop as recreation amenities to the community should be economically feasible to build and maintain.
- F. Adopt regulations governing the uses of land in areas characterized by natural hazards.

Geologic and Seismic Hazards

- G. Review all development proposals for compliance with the Alquist-Priolo Earthquake Fault Zoning Act and the Uniform Building Code as a way to reduce the risk of exposure to seismic hazards for those who will be living and working within the Hollister Planning Area.

Fire Hazards

- H. Require the appropriate fire protection agency to review all proposals for development within the Hollister Planning Area to verify that the water supply system would provide an adequate flow for fire suppression within a given or specific development.





Flooding

- I. Review all development proposals to verify that either no portion of the proposed development lies within the 100-year floodplain or that the applicant has taken adequate measures to eliminate the risk of flood damage in a 100-year storm consistent with the City of Hollister Flood Damage Prevention Ordinance as amended from time to time.

Noise

- J. Review all development proposals to verify that the proposed development would not significantly increase noise beyond current ambient levels and that it would not generate noise which would be incompatible with existing uses in the vicinity of the proposed development (see **Figure 18**).

Figure 18
COMMUNITY LAND USE NOISE-COMPATIBILITY GUIDELINES
 General Plan Program
 City of Hollister, California

LAND USE CATEGORY	COMMUNITY NOISE EXPOSURE L _{dn} OR CNEL, dB						INTERPRETATION
	55	60	65	70	75	80	
RESIDENTIAL – LOW DENSITY SINGLE FAMILY, DUPLEX, MOBILE HOMES							 NORMALLY ACCEPTABLE Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.
RESIDENTIAL – MULTI. FAMILY							
TRANSIENT LODGING – MOTELS, HOTELS							 CONDITIONALLY ACCEPTABLE New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.
SCHOOLS, LIBRARIES, CHURCHES, HOSPITALS, NURSING HOMES							
AUDITORIUMS, CONCERT HALLS, AMPHITHEATRES							 NORMALLY UNACCEPTABLE New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.
SPORTS ARENA, OUTDOOR SPECTATOR SPORTS							
PLAYGROUNDS, NEIGHBORHOOD PARKS							 CLEARLY UNACCEPTABLE New construction or development should generally not be undertaken.
GOLF COURSES, RIDING STABLES, WATER RECREATION, CEMETERIES							
OFFICE BUILDINGS, BUSINESS COMMERCIAL AND PROFESSIONAL							
INDUSTRIAL, MANUFACTURING UTILITIES, AGRICULTURE							

CONSIDERATIONS IN DETERMINATION OF NOISE-COMPATIBLE LAND USE

A. NORMALIZED NOISE EXPOSURE INFORMATION DESIRED

Where sufficient data exists, evaluate land use suitability with respect to a "normalized" value of CNEL or L_{dn}. Normalized values are obtained by adding or subtracting the constants described in Table 1 to the measured or calculated value of CNEL or L_{dn}.

B. NOISE SOURCE CHARACTERISTICS

The land use-noise compatibility recommendations should be viewed in relation to the specific source of the noise. For example, aircraft and railroad noise is normally made up of higher single noise events than auto traffic but occurs less frequently. Therefore, different sources yielding the same composite noise exposure do not necessarily create the same noise environment. The State Aeronautics Act uses 65 dB CNEL as the criterion which airports must eventually meet to protect existing residential communities from unacceptable exposure to aircraft noise. In order to facilitate the purposes of the Act, one of which is to encourage land uses compatible with the 65 dB CNEL criterion wherever possible, and in order to facilitate the ability of airports to comply with the Act, residential uses located in Com-

munity Noise Exposure Areas greater than 65 dB should be discouraged and considered located within normally unacceptable areas.

C. SUITABLE INTERIOR ENVIRONMENTS

One objective of locating residential units relative to a known noise source is to maintain a suitable interior noise environment at no greater than 45 dB CNEL of L_{dn}. This requirement, coupled with the measured or calculated noise reduction performance of the type of structure under consideration, should govern the minimum acceptable distance to a noise source.

D. ACCEPTABLE OUTDOOR ENVIRONMENTS

Another consideration, which in some communities is an overriding factor, is the desire for an acceptable outdoor noise environment. When this is the case, more restrictive standards for land use compatibility, typically below the maximum considered "normally acceptable" for that land use category, may be appropriate.

III. NATURAL ENVIRONMENT

The objective of the noise and land use compatibility guidelines is to identify acceptable community noise environments. The compatibility guidelines should be used in conjunction with noise exposure assessments and noise contour maps to identify projects or activities which may require special treatment to minimize noise exposure. Development should be reviewed to ensure compatibility with other existing land uses.

Air Quality

- K. Review all development proposals for consistency with the current Air Quality Management Plan of the Monterey Bay Unified Air Pollution Control District.

Wildlife Habitats

- L. Review all development proposals for compliance with regulations established by the U.S. Fish and Wildlife Service and the California Department of Fish and Game as they apply to the protection of endangered species and their habitats.

Visual Qualities

- M. Review all development proposals to ensure that any adverse visual impacts would be effectively mitigated to the maximum feasible extent.
- N. Encourage local property owners to soften the visual transition between rural and residential environments through the planting of informal landscaping as visual screens between housing and surrounding farms. These should include valley and live oak and other native, drought-tolerant vegetation that are compatible with the surroundings.

IV. RESIDENTIAL ENVIRONMENT

A. SETTING

The number of households in Hollister grew from 3,716 in 1980 to 6,361 in 1990, an increase of approximately seventy percent in ten years. Much of the increase can be attributed to the low cost of housing in the Hollister area relative to housing costs in neighboring Santa Clara County during the 1980s, since a large proportion of those who have moved to Hollister in recent years commute to jobs in the San Jose area.

Although housing in the Hollister Planning Area is generally less expensive than comparable housing in Santa Clara County, the supply of housing in the local area which is affordable to households with very low, low and moderate incomes remains limited.

According to the California Department of Housing and Community Development and the Council of San Benito County Governments, Hollister's share of projected regional housing needs for the January 1, 1991 to July 1, 1997 planning period is 1,945 dwelling units. These dwelling units should be distributed in Hollister by household income category as follows:

<u>Income Group</u>	<u>Number of Households</u>	<u>Percent</u>
Very Low	424	21.8
Low	342	17.6
Moderate	440	22.6
Above Moderate	739	38.0

The average number of units in each income category which would have to be built each year in order to meet Hollister's share of projected regional housing needs are 65 very low income units, 53 low income units, 68 moderate income units and 114 above moderate income units. Between the start of 1991 and mid-1992, a total of 219 dwelling units were built in the City of Hollister, of which 42 were affordable to very low- and low-income households.

Additional background information regarding local population characteristics, special needs groups, constraints on housing development, the existing housing supply in the Hollister area and the determination of Hollister's "fair share" of regional housing needs can be obtained in the City of Hollister Housing Element (1993).

B. PROJECTIONS

The General Plan is based on the assumption that residential development in the Hollister Planning Area will continue in the future, but at a slower rate of growth than experienced in the 1980s. The General Plan anticipates a year 2010 Hollister population of no more than 38,228 people. This would represent an increase of approximately 19,016 people over the 1990 population. At an average of three persons per household, growth of this magnitude would require the addition of approximately 6,339 housing units during the planning period through 2010. To meet Hollister's obligation to contribute to a "fair share" of affordable housing within the region, a proportion of these new housing units would have to be affordable to households with very low, low and moderate incomes.

IV. RESIDENTIAL ENVIRONMENT

C. ISSUES

The primary issues related to the residential environment in Hollister are:

- How to accommodate residential development and provide for a variety of housing densities, housing types, costs and locations for future Hollister residents.
- How to determine when and where mixed-use and mixed-density development may be appropriate in Hollister.
- How to maintain existing residential uses in the vicinity of the downtown commercial district.
- How to encourage higher density residential development near commercial areas, employment centers, transportation networks and recreational facilities.
- How to assist in the preservation of housing units which have architectural or historical significance.
- How to coordinate residential development with the existing or planned infrastructure improvements and service networks and water.
- How to provide housing which will be affordable to households with very low, low and moderate incomes.

D. GOALS

The central goals of this chapter are:

- Promote defined, balanced residential growth within the limits of the City's and other public agencies' ability to provide adequate services and facilities to support such growth.
- Promote equal housing opportunities and provide a decent home and satisfying environment for all Hollister residents regardless of age, sex, race, marital status, ethnic background, income or other arbitrary factors.
- Provide adequate and affordable housing in the City by location, type, price and tenure, especially for those of low and moderate income and special needs households.
- Conserve and improve existing residential neighborhoods.
- Reduce residential energy use.

E. POLICIES

1. Hollister shall ensure that adequate land is designated to meet the projected future housing needs of the City. (Implementation through adherence to General Plan Map, Chapter I, page 5.)
2. Hollister shall provide new residential areas which offer a variety of housing densities, housing types, costs and locations to meet the projected future housing needs of the City. (GP Map, and Housing Element - HE, Chapter VI)
3. Hollister shall encourage the development of comprehensively planned, well-integrated neighborhoods of single-family and multi-family homes which include both owner-occupied and rental housing units. (Stand-alone Policy - SAP)
4. Hollister shall encourage mixed density residential projects through the use of planned unit developments which incorporate both owner-occupied and rental housing units. (HE, Chap. VI)
5. Hollister shall encourage relatively high density residential development near commercial areas, employment centers, transportation networks and recreational facilities. (GP Map)
6. Hollister shall encourage the continued viability of existing housing near the downtown commercial district. (HE, Chap. VI)
7. Hollister shall encourage relatively high density residential development adjacent to the downtown commercial district where such development would not conflict with or reduce the quality of life in existing neighborhoods. (See Implementation Action V.N, and HE, Chap. VI)
8. Hollister shall consider the use of a density bonus to encourage the development of affordable housing for households meeting the definition of Very Low and Low income. (IV.B)
9. Hollister shall encourage mixed-use development in which housing is an integral part of commercial projects, under appropriate conditions. (V.N)
10. Hollister shall protect residences which are of architectural or historical significance. (II.P)
11. Hollister shall coordinate residential development with consideration of existing or planned schools, parks, utility systems and transportation networks, as well as proximity to local commercial and industrial centers. (VI.B, VII.C, D, J, and W)
12. Hollister shall prohibit residential development in those areas deemed unacceptable for residential uses, such as flood zones, seismic zones, areas characterized by steep slopes, areas near solid waste disposal or wastewater treatment facilities and in areas near the Hollister Municipal Airport. (III.E, G, H, I and V.U)

IV. RESIDENTIAL ENVIRONMENT

13. Hollister shall recommend that San Benito County encourage developers who propose housing units on parcels designated R which are adjacent to existing single family units to place proposed building footprints on those portions of the project site at the greatest possible distance from the adjacent single family houses. (SAP)
14. Hollister shall assist the private sector and public agencies capable of producing housing affordable to lower-income households. (IV.F)
15. Hollister shall promote second units in residential neighborhoods, where appropriate. (IV.C)
16. Hollister shall promote the provision of an adequate number of rental units affordable to low and moderate income households. (HE, Chap. VI)
17. Hollister shall, whenever possible, conserve the existing housing stock and retain its affordability. (SAP)
18. Hollister shall upgrade and rehabilitate substandard housing and rental units, with the purpose of bringing these units into compliance with Health and Safety Codes. (HE, Chap. VI)
19. Hollister shall actively enforce state construction standards for energy efficiency. (Uniform Building Code - UBC)
20. Hollister shall encourage public awareness in the area of energy and water conservation programs. (SAP)
21. Hollister shall work to eliminate discrimination in housing throughout the City. (SAP)
22. Hollister shall promote housing opportunities for all persons regardless of race, religion, sex, marital status, ancestry, national origin, or color. (SAP)
23. Hollister shall promote the development of housing that is as cost-efficient as possible. (HE, Chap. VI)
24. Hollister shall identify adequate sites which will be made available through appropriate zoning and development standards and with public services and facilities needed to facilitate and encourage the development of a variety of types of housing for all income levels, including rental housing, factory-built housing, mobilehomes, emergency shelters and transitional housing in order to meet the community's housing goals as identified in the City of Hollister Housing Element. (SAP)
25. Hollister shall address and, where appropriate and legally possible, remove governmental constraints to the maintenance, improvement, and development of housing. (SAP)
26. Hollister shall address and assist to the extent possible special housing needs, such as those of the handicapped, elderly, large families, farm workers, families with female heads of households and families in need of emergency shelter. (HE, Chap. VI)

27. Hollister shall promote the use of ownership mobilehome parks as a viable alternative for affordable housing. (SAP)

F. GENERAL PLAN MAP

Figure 19 indicates the relationship between the density designations used in the General Plan and the density provisions expressed in the current Hollister Zoning Ordinance. These are defined in terms of three measures:

- Dwelling units per gross acre;
- Dwelling units per net acre (excluding the area required for local streets, which are assumed to consume approximately 25 percent of the gross residential area); and
- Average net site area per unit (in square feet).

The General Plan Map utilizes six designations of residential use as follows:

- Rural Residential (R) - This designation provides for residential development at density ranges of 1 dwelling unit per 5 net acres up to 1 dwelling unit per net acre. It is intended to provide for very low intensity residential development where all urban services may not be required.

Areas designated Rural Residential represent land which is generally either currently in agricultural production and/or beyond the service limits/Sphere of Influence of the City of Hollister. Although located within the Hollister Planning Area, those areas shown on the General Plan Map as "Rural Residential" are currently under (and expected to continue to be under) the jurisdiction of the County of San Benito, which is solely responsible for any decisions regarding proposed development in these areas. However, if any of these areas were to be included within the City's Sphere of Influence and/or Urban Service Area at some point in the future, this land use designation would need to be re-evaluated for potential urban development subject to City standards for infrastructure and service provisions.

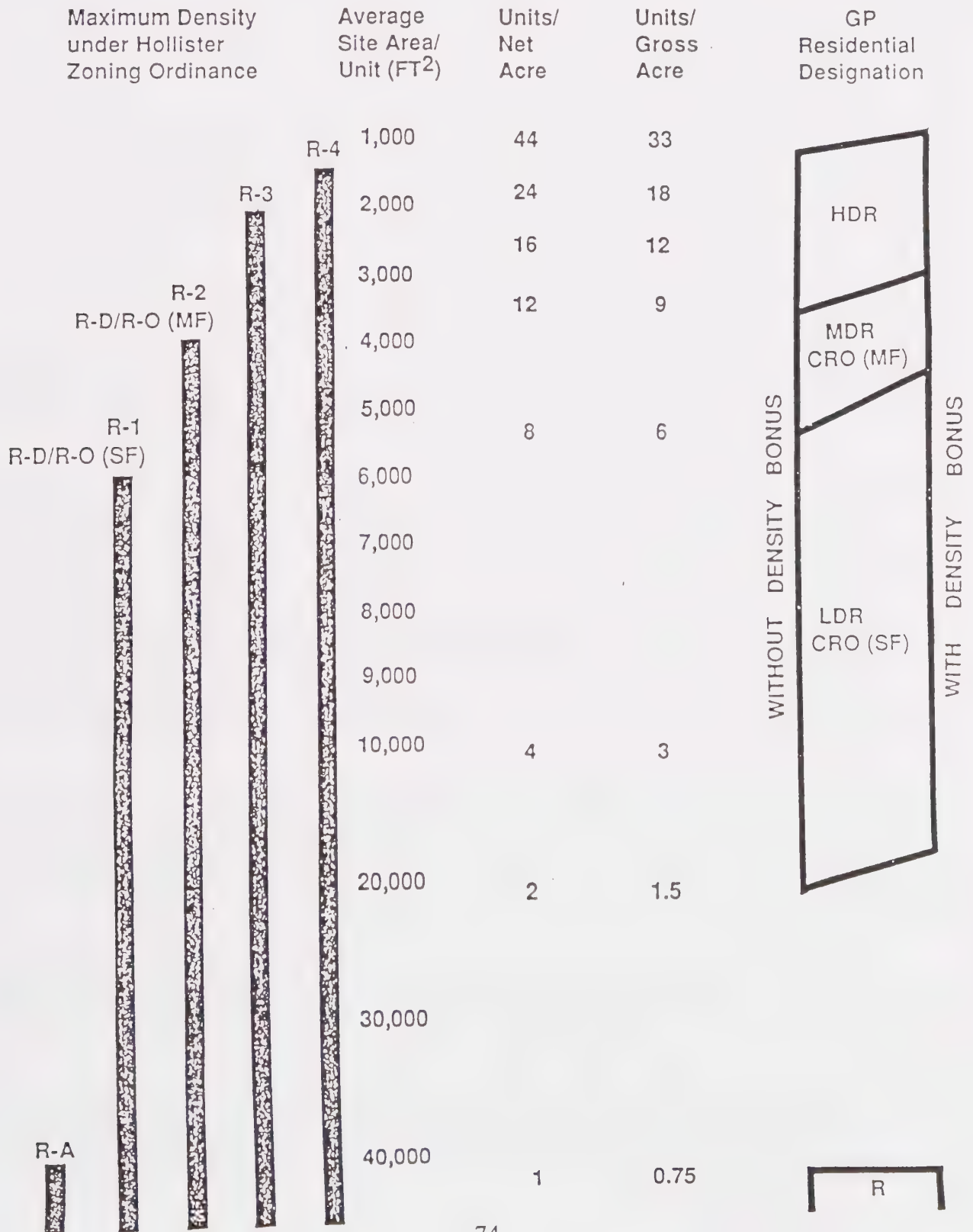
It is the intent of this designation to provide for residential densities that are consistent with and conform to the San Benito County General Plan as amended from time to time. As an example, in those areas designated Rural Residential (R) by the Hollister General Plan which are designated under the San Benito County General Plan as Agricultural Productive (AP), the County land use designation prevails.

Approximately 3,995 acres within the Hollister Planning Area have been designated as Rural Residential (R) on the General Plan Map, of which 925 acres have been assigned an Urban Reserve overlay, the bulk of which (885 acres) is designated UR-LDR. The balance is designated UR-MDR (15 acres) and UR-NC (25 acres).

- Low Density Residential (LDR) - This designation provides for low intensity residential development which is generally characterized by single family detached residential units, zero lot line single family residential units, or residential planned unit development.

IV. RESIDENTIAL ENVIRONMENT

Figure 19
COMPARISON OF GENERAL PLAN RESIDENTIAL DENSITIES
AND HOLLISTER ZONING ORDINANCE RESIDENTIAL DENSITIES
 General Plan Program
 City of Hollister, California



IV. RESIDENTIAL ENVIRONMENT

Densities of from 1 to 8 units per net acre can be accommodated in this range, or between 0.75 to 6 units per gross acre. With a 25 percent density bonus, the density range would be from 1.25 to 10 units per net acre or between 0.94 and 7.5 units per gross acre. Medium Density Residential (MDR) uses, such as zero lot line single family residential units, duplex units, triplex units and fourplex units may be included in LDR developments, subject to approval by the Planning Commission of a conditional use permit.

Approximately 3,066 acres within the Hollister Planning Area have been designated as Low Density Residential (LDR) on the General Plan Map. Roughly 35 percent of this area has already been developed. The undeveloped areas designated as Low Density Residential could, if built-out at an average density of 4.5 units per acre, provide enough land for the construction of approximately 8,855 housing units.

- Medium Density Residential (MDR) - This designation provides for medium intensity residential development which is generally characterized by zero lot line single family residential units, duplex units, triplex units, fourplex units or low density apartments or planned unit developments. Densities of from 8 to 12 units per net acre can be accommodated in this range, or between 6 and 9 units per gross acre. With a 25 percent density bonus, the density range would be from 10 to 15 units per net acre or between 7.5 and 11.25 units per gross acre.

Approximately 238 acres within the Hollister Planning Area have been designated as Medium Density Residential (MDR) on the General Plan Map. Roughly 25 percent of this area has already been developed, and the undeveloped areas designated as Medium Density Residential could, if built-out at an average density of 8 units per acre, provide enough land for the construction of approximately 1,424 housing units.

- High Density Residential (HDR) - This designation provides for high density residential development which is generally characterized by multiple family apartments and planned unit developments. Densities of from 12 to 35 units per net acre can be accommodated in this range, or between 9 and 26 units per gross acre. With a 25 percent density bonus, the density range would be from 15 to 44 units per net acre or between 11.25 and 32.50 units per gross acre.

Approximately 186 acres within the Hollister Planning Area have been designated as High Density Residential (HDR) on the General Plan Map. Approximately 56 percent of this area has already been developed, and the undeveloped areas designated as High Density Residential could, if built- out at an average density of 16 units per acre, provide enough land for approximately 1,321 housing units.

- Central Residential/Commercial Office Neighborhood (CRO) - This designation represents the older, original residential section of the City, generally around the central core of the community. For new residential development proposed in this area, the maximum density for single family dwelling units would be 8 units per net acre and 6 units per gross acre. For multiple family units, the maximum density would be 12 units per net acre and 9 units per gross acre.

IV. RESIDENTIAL ENVIRONMENT

Approximately 278 acres within the Hollister Planning Area have been designated as Central Residential/Commercial Office Neighborhood (CRO) on the General Plan Map. This area is essentially "built-out", and presents opportunities for additional residential development only on an infill basis.

- Residential-Planned Unit Development (R-PUD) - This designation represents the Ridgemark area in the southeastern portion of the Hollister Planning Area. Residential development in this area has been combined with the development of two 18-hole golf courses.

Residential development has already occurred in a large portion of the central Hollister Planning Area, and areas designated as suitable for new residential development are generally contiguous to existing residential areas to allow concentric growth. Utilities and public services can generally be provided in these areas by extending the existing infrastructure and expanding local service areas.

Based on an average of three persons per household, the estimated number of people per acre under each General Plan residential land use designation would fall within the following ranges:

<u>Land Use Designation</u>	<u>Number of People</u>	
	Lowest	Highest
R	<3 per acre	3 per acre
LDR	5 per acre	23 per acre
MDR	18 per acre	34 per acre
HDR	27 per acre	98 per acre
CRO	18 per acre	27 per acre
R-PUD	As established by PUD approval	

G. IMPLEMENTATION

- A. Amend the Hollister Zoning Ordinance and Subdivision Ordinance to achieve consistency with the Hollister General Plan land use designations and Map.
- B. Investigate measures which will provide incentives for the production of homes which would be affordable to households with very low, low and moderate incomes.
- C. Continue to enforce regulations which permit the development of second units in existing single-family homes, as required by California law.
- D. Maintain an inventory of sites suitable for residential development and provide such information to interested developers.

IV. RESIDENTIAL ENVIRONMENT

- E. Give processing priority to those residential development proposals which incorporate housing that would be affordable to households with very low, low or moderate incomes.
- F. Monitor State and Federal housing legislation and program development to identify potential funding sources available for the construction of housing affordable to households with very low, low or moderate incomes.

IV. RESIDENTIAL ENVIRONMENT

(This page has been intentionally left blank.)

V. ECONOMIC DEVELOPMENT

A. SETTING

Employment Trends

According to statistics from the California Economic Development Department, the average annual employment in San Benito County increased from approximately 7,300 in 1973 to approximately 10,475 in 1988, with roughly 75 percent of that increase occurring in the retail trade, government, construction/mining and services sectors. In order of importance, the agriculture, manufacturing and retail trade sectors account for approximately 60 percent of all jobs in San Benito County. The Labor Market Information Division of the California Employment Development Department has indicated that the civilian labor force in San Benito County totalled 17,850 workers in December, 1992 (Preliminary), with 13,825 employed workers and 4,025 unemployed workers, which represents a County-wide unemployment rate of 22.5 percent. More recent trends indicate a lower unemployment rate of 16.3 percent as a result of an increase in economic activity, such as the continuing efforts to rebuild the downtown area and the development of new shopping areas in Hollister.

Trends in Retail Sales

In 1987, Hollister captured approximately 78 percent of San Benito County's taxable retail sales, making it the primary retail center for the County. However, while Hollister has done relatively well in the capture of convenience goods purchases, neither Hollister nor San Benito County has done well in capturing sales in the comparison goods categories (except in the sales of building supplies and farm implements), which indicates that San Benito County residents tend to leave the local area when shopping for "big ticket" items.

Downtown Commercial District

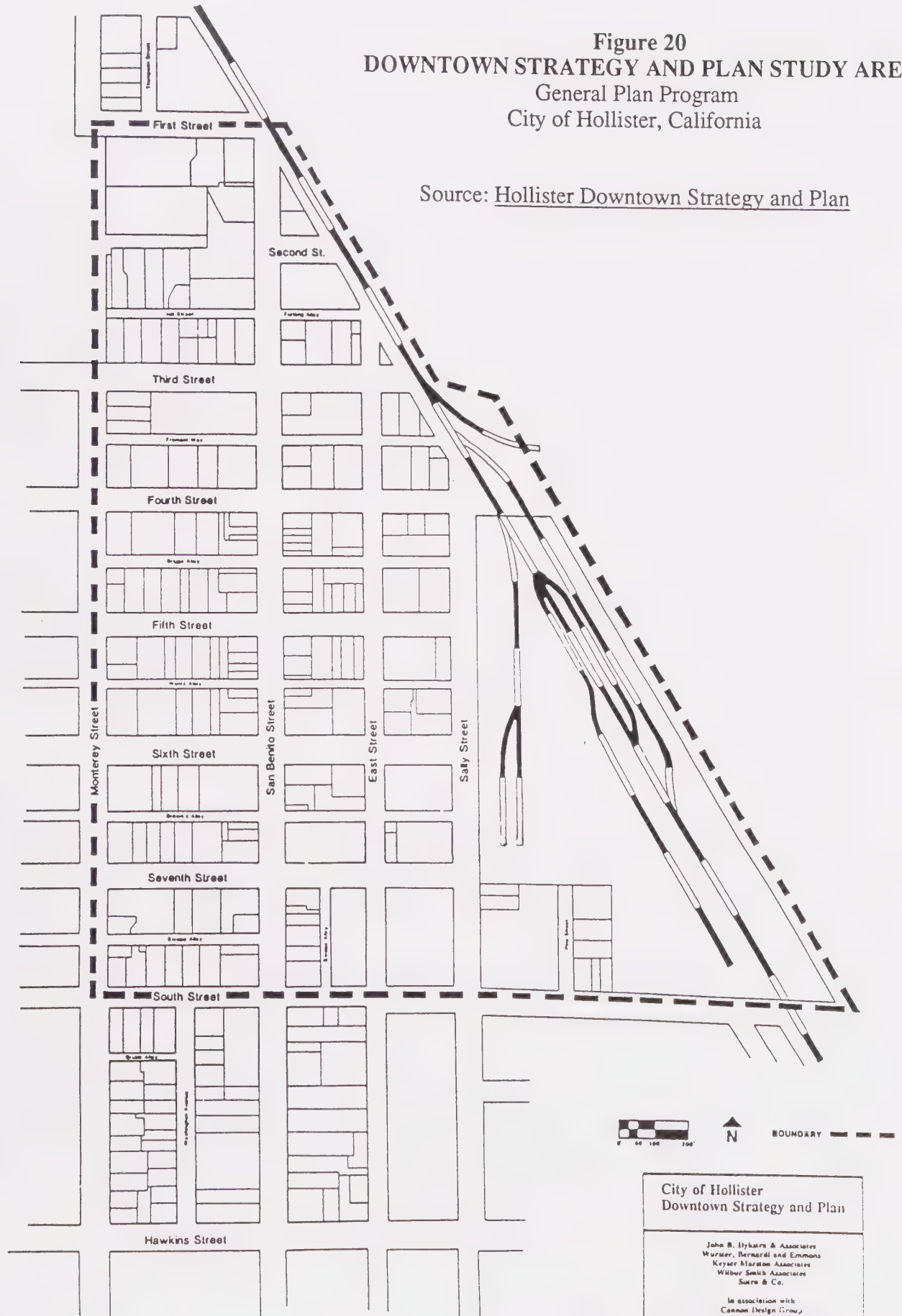
In recent years, significant commercial growth has taken place south of Hollister's downtown commercial district. At the same time, the downtown commercial district has experienced a series of fires, and other property damage as a result of the Loma Prieta earthquake of October, 1989. Several studies have been conducted recently to determine the best ways to address the problems associated with the revitalization of the downtown commercial district.

In March, 1991, the Hollister Downtown Strategy and Plan was presented by John B. Dykstra & Associates, in affiliation with the Cannon Design Group, Keyser Marston Associates, Wilbur Smith Associates and Sutro & Company. It was designed to provide a framework for public and private action to produce an active, vibrant, and fully revitalized downtown (see **Figure 20**, which defines the boundaries of the study area). This study included a market assessment, parking and circulation recommendations, streetscape improvements, urban design guidelines, and identified implementation responsibilities, budget and staffing. The Downtown Strategy and Plan was adopted by the Redevelopment Agency of the City of Hollister on June 25, 1991 (Redevelopment Agency Resolution 91-08R).

V. ECONOMIC DEVELOPMENT

Figure 20
DOWNTOWN STRATEGY AND PLAN STUDY AREA
 General Plan Program
 City of Hollister, California

Source: Hollister Downtown Strategy and Plan



V. ECONOMIC DEVELOPMENT

Existing land uses in the downtown area include retail shopping, governmental offices and court facilities, automotive sales and service, theater and public assembly buildings, restaurants and bars, residences and transient accommodations, lumber yards and building supply stores, and the cannery.

The Hollister Downtown Strategy and Plan identified several assets and liabilities associated with the downtown area:

Assets:

- ◆ Downtown has a unique, small town character that cannot be duplicated in a modern suburban shopping center.
- ◆ Downtown has a number of architecturally and historically interesting buildings which contribute greatly toward making downtown a unique place.
- ◆ Downtown is the seat of government for San Benito County, which adds to both the level of activity downtown and to the downtown economy.
- ◆ Downtown, with its movie theater, Veterans Memorial Building, restaurants and bars, is an important destination for entertainment, public events, and eating and drinking.

Liabilities:

- ◆ Downtown is adversely impacted by heavy automobile and truck traffic along Highway 25 (San Benito Street) and Highway 156 (Fourth Street).
- ◆ The seismic safety of many downtown buildings remains questionable, even though most performed reasonably well during the Loma Prieta earthquake of October, 1989.
- ◆ Earthquake-damaged buildings and vacant sites resulting from the Loma Prieta earthquake and fires create a negative impression and inhibit investment.
- ◆ Parking demand generated by County employees and visitors in the area surrounding the County government buildings exceeds the available parking supply.
- ◆ Downtown building facades and commercial signage need to be updated to become competitive.
- ◆ Downtown streetscapes, parking lots and landscaping need to be made more attractive.

The Hollister Downtown Strategy and Plan indicated that there is considerable evidence, both physical and economic, that downtown Hollister has been in a slow, but steady, decline for many years. The condition of some buildings indicates a reluctance on the part of some property owners and businesses to invest in the kinds of improvements necessary to remain competitive, and retail sales downtown have been adversely affected by the development of shopping facilities in other areas of Hollister, as well as in Morgan Hill, Gilroy and Salinas. Downtown Hollister's position as an attractive, competitive shopping destination is becoming marginal, and the downtown is clearly losing ground to other shopping destinations in Hollister and in nearby cities.

V. ECONOMIC DEVELOPMENT

The Hollister Downtown Strategy and Plan developed Twelve Strategies for Revitalization:

1. Create a Vibrant Downtown Core
2. Locate the Earthquake Fault
3. Reconstruct Earthquake-Damaged Buildings
4. Redevelop Vacant Sites Resulting from Earthquake or Fire
5. Provide Added Parking
6. Strengthen and Rehabilitate Landmark Buildings
7. Encourage Uses that Generate Nighttime Activity
8. Enhance Entrances to Downtown
9. Plan for Future Transition to Non-Industrial Uses
10. Maximize Opportunities for In-Town Housing
11. Encourage a Retail/Housing Mix Along San Benito Street
12. Provide Public Streetscape Improvements

B. PROJECTIONS

Employment

The National Planning Association projects that the number of non-farm jobs in San Benito County will increase to approximately 16,780 by 2010 (see **Figure 21**).

Figure 21
SAN BENITO COUNTY PROJECTED NON-FARM EMPLOYMENT BY SECTOR
Selected Years 1995-2010
General Plan Program
City of Hollister, California

<u>Sector</u>	<u>Number of Jobs</u>			
	<u>1995</u>	<u>2000</u>	<u>2005</u>	<u>2010</u>
Agricultural Services	1,720	2,070	2,350	2,510
Mining	150	140	130	120
Construction	1,170	1,320	1,440	1,520
Manufacturing	2,210	2,220	2,190	2,110
TCPU*	320	320	320	320
Wholesale Trade	630	720	780	820
Retail Trade	2,280	2,500	2,680	2,760
FIRE**	580	600	610	610
Services	2,490	2,830	3,190	3,510
Government	2,260	2,360	2,440	2,500
Total	13,810	15,080	16,130	16,780

* TCPU = Transportation, Communications and Public Utilities

** FIRE = Finance, Insurance and Real Estate

Source: National Planning Association

Those employment sectors projected to experience the highest growth in the number of non-farm jobs are services (1,350), agricultural services (1,140), retail trade (740) and construction (570). Employment in the mining and manufacturing sectors in San Benito County is projected to decline between now and 2010. Based on these projections, non-farm employment in San Benito County is expected to grow at an annual rate of approximately 1.2 percent during the planning period. It should be noted that these estimates represent a projection based on recent trends, and should not be taken to mean that the projected employment growth will take place, regardless of local efforts to attract new firms to the area and to retain existing firms.

Retail Activity

Even if the population of Hollister grows as anticipated in the General Plan to approximately 38,228 by the year 2010, a population base of this size would probably not be large enough to attract major national chain stores, since most require a larger population base to ensure an adequate level of support. There may be exceptions, however, as seen by the decision to locate a K-Mart in Hollister.

Downtown Commercial District

With the completion of a series of geotechnical investigations conducted to determine the precise location of an earthquake fault in the vicinity of the downtown commercial district, the retrofitting of several structures located in that area has already been completed. However, without action to implement specific measures designed to aid in the revitalization of the downtown commercial district (such as those presented in the Hollister Downtown Strategy and Plan), the long-term prospects for this area will remain in doubt.

C. ISSUES

The primary issues associated with economic development in Hollister are:

- How to accommodate industrial development which will be compatible with existing development to provide employment opportunities for those living in the Hollister Planning Area?
- How to accommodate commercial development which will be compatible with existing development to meet the needs of those living in the Hollister Planning Area and surrounding areas?
- How to strengthen the downtown commercial district?
- How to become more competitive with other communities in attracting new commercial and industrial development?
- How to expand the local employment base to mitigate or to lessen the financial impact of commuting to jobs in other communities?
- How to guarantee adequate infrastructure capacity for potential large industrial development?

V. ECONOMIC DEVELOPMENT

- How to plan for and develop compatible land uses at Hollister Municipal Airport?
- How to encourage and develop commercial land uses in the north area of Hollister as depicted on the General Plan Map?

D. GOALS

The central goals of this chapter are:

- Promote an expanding and increasingly diversified local economy which will more effectively meet the employment needs of local residents and strengthen the local tax base.
- Promote a balance between residential and non-residential development within the Hollister Planning Area.
- Maintain Hollister's role as the major retailing center for San Benito County.
- Promote and maintain a vibrant downtown commercial district to attract local shoppers and visitors to Hollister.
- Develop and implement a program or programs for reserving infrastructure capacity for commercial and industrial uses.
- Promote appropriate commercial development on the north side of Hollister in an effort to balance commercial growth in Hollister.
- Develop an effective marketing program or programs that will encourage compatible commercial and industrial development in and around the Hollister Municipal Airport.
- Develop an effective marketing program that will encourage compatible commercial and industrial development in and around the Hollister Planning Area.
- Continue to work with the Hollister Downtown Association and the Redevelopment Agency in their efforts to rebuild and maintain the Downtown Area as the "Heart of the City".
- Maintain Downtown as the central core for specialty retail shopping and cultural events, such as the "Street Festival", "Holiday Lights On Celebration" and other community programs and activities.

E. POLICIES

General

1. Hollister shall strive to expand local employment opportunities. (Stand-alone Policy - SAP)

V. ECONOMIC DEVELOPMENT

2. Hollister shall maintain an efficient and expeditious permit process for Industrial and Commercial development. (See Implementation Action V.D)
3. Hollister shall encourage the development and formation of economic interest groups to foster community efforts to enhance, retain and promote economic growth. (II.G)

Industrial

4. Hollister shall develop an industrial land use classification system which will identify the types of suitable industrial development, the locations suitable for industrial development and the development criteria which will be applied to proposed exclusive light industrial, heavy industrial and commercial/industrial business park development. (V.A)
5. Hollister shall designate sufficient appropriate industrial land to meet the projected employment needs of the City. (GP Map)
6. Hollister shall encourage industrial development which will meet the performance standards to be established in the Performance Standards Ordinance. (II.E)
7. Hollister shall ensure that industrial uses are compatible with adjacent uses and that adjacent uses are compatible with existing industrial uses. (SAP)
8. Hollister shall place highest priority on achieving compatible industrial development. (SAP)
9. Hollister shall develop a strategy and plan to attract and retain compatible industrial development. (V.B)
10. Hollister shall provide for adequate infrastructure capacity for industrial users. (SAP)
11. Hollister shall encourage agriculture as an interim use in vacant areas designated for industrial use. (V.C)

Commercial

12. Hollister shall develop a commercial land use classification system which will identify the types of suitable commercial development, the locations suitable for commercial development, the compatibility of commercial development with existing neighborhoods and the development criteria which will be applied to proposed commercial developments. This system shall be responsive to the needs of shoppers, maximizing accessibility and minimizing trip lengths. (V.E)
13. Hollister shall designate sufficient appropriate commercial land to meet the needs of the City's and surrounding area's projected future population. (GP Map)
14. Hollister shall encourage future commercial development that is located in distinct districts. (GP Map)
15. Hollister shall discourage the expansion of spot commercial development. (SAP)

V. ECONOMIC DEVELOPMENT

16. Hollister shall encourage new commercial development in those areas where the necessary utility systems and transportation networks are either in place or planned. (V.F)
17. Hollister shall encourage mixed-use development in which limited commercial uses are an integral part of residential projects and business parks, under appropriate conditions. (SAP)
18. Hollister shall encourage the maintenance of agriculture-related businesses within the Hollister Planning Area. (II.M)
19. Hollister shall encourage medical office uses near Hazel Hawkins Hospital. (SAP)
20. Hollister shall protect commercial areas from potential intrusion from incompatible land uses. (SAP)
21. Hollister shall encourage balanced development of commercial areas to lessen the impact of vehicular traffic in the south area of town. (SAP)
22. Hollister shall encourage the development of a "Marketing Strategy and Plan" to address future commercial development in the Planning Area. (V.G)
23. Hollister shall encourage new commercial uses to group into clustered areas or centers. (SAP)
24. Hollister shall ensure that landscaping on commercial properties is drought-tolerant and well maintained. (SAP)

Downtown Commercial District

25. Hollister shall encourage development within the downtown commercial district which will result in the creation of a concentrated, pedestrian-oriented retail, service, office and entertainment core to attract local and out of town shoppers to the downtown area. (V.I)
26. Hollister shall encourage the preservation of landmark structures in the downtown commercial district. (V.M)
27. Hollister shall encourage the re-establishment of a critical mass of attractive retail, service, office and entertainment uses in the downtown commercial district. (V.N, P)
28. Hollister shall encourage the development of adequate parking facilities in the downtown commercial district. (V.O)
29. Hollister shall encourage development which will aid in the creation of a downtown commercial district that is vibrant and active at night as well as during the day. (V.P)
30. Hollister shall encourage the enhancement of major entrances to the downtown commercial district. (V.Q)

V. ECONOMIC DEVELOPMENT

31. Hollister should consider land use alternatives to prepare for the possibility that the departure of industrial uses near the downtown commercial district at some point in the future could make sites available for the development of alternate uses. (V.R)
32. Hollister shall encourage the development of high-quality housing in the downtown commercial district which meets local housing needs and contributes to downtown revitalization. (V.S)
33. Hollister shall encourage a retail/housing mix as a way to contribute to the revitalization of the downtown commercial district, strengthen the economic base and minimize vehicular trips. (V.S)
34. Hollister shall encourage professional office uses in the downtown commercial district. (SAP)
35. Hollister shall designate areas within the downtown commercial district where the conversion of historic structures to office uses is appropriate. (V.T)
36. Hollister shall encourage City and County offices and administrative facilities which are currently located in the downtown commercial district to remain there, and shall encourage City and County offices/facilities currently located outside of the downtown commercial district to relocate there. (V.U)
37. Hollister shall protect the downtown commercial district from potential intrusion from incompatible land uses. (SAP)
38. Hollister shall work with the Downtown Association and the Chamber of Commerce to promote Hollister as a potential tourist destination for visitor serving activities. (SAP)
39. Hollister shall develop feasible programs to encourage private/public participation to enhance and create Hollister as a visitor center for San Benito County. (SAP)

New Commercial and Light Industrial Development

40. Hollister shall, where feasible, require those proposing new commercial and light industrial development to provide parking lots to the side of proposed buildings to maintain human scale and enhance visual relationships between the existing landscape and proposed uses. (SAP)
41. Hollister shall require those proposing new commercial or light industrial development to screen parking areas along lot lines bordering institutional or residential uses using suitable trees planted at a ratio of at least one tree per eight spaces. (SAP)
42. Hollister shall require those proposing new commercial or light industrial development to visually screen open storage areas, exposed machinery and outdoor areas for storage or collection of garbage from roads and surrounding land uses. (SAP)

V. ECONOMIC DEVELOPMENT

43. Hollister shall require those proposing new commercial or light industrial development to plant roadside trees along the frontage of proposed development, preferably ornamental fruit trees or those with similar profiles in order to maintain visual continuity with existing orchards. These trees should be planted at regular 25 to 35 foot intervals to reinforce the rural character. (SAP)
44. Hollister shall require those proposing new commercial or light industrial development to design proposed structures to be compatible with surrounding development in terms of formal characteristics like height, massing, roof shapes and window proportions. Wherever large massing cannot be avoided due to the requirements of the business or facility, facades should be articulated to break up large, undifferentiated surfaces. (SAP)
45. Hollister shall require those proposing new commercial or light industrial development to ensure that the heights of any proposed structures adjacent to historic building facades are harmonious with those of adjacent structures. (SAP)
46. Hollister shall require those proposing new commercial or light industrial development to exercise care with the size and type of signage, so as to avoid the clutter and visual confusion of commercial strip development. Restraint should be used in sign design, with an emphasis on simpler, small signs. Trees or shrubs should be planted around more conspicuous, free-standing signs to help integrate them into the landscape. (SAP)

F. GENERAL PLAN MAP

Industrial

Areas suitable for new industrial development are located in the vicinity of the Hollister Municipal Airport. Existing industrial activity is generally located in the downtown industrial district, along San Felipe Road and in the Hollister Business Park.

The industrial land use designations are divided into these categories:

- General Industrial (GI) - This designation provides for manufacturing, processing, or assembly of semi-finished or finished products from raw materials, including businesses that may be characterized by activities that require outdoor operations. It includes those uses that may require a substantial investment in mitigation measures, related to the degree of noise, truck traffic, land use compatibility or outdoor operations, in order to operate within performance standards to be established by the Performance Standards Ordinance. Limited non-destination commercial uses may be conditionally allowed if they directly serve or support adjacent industrial uses and are compatible with the uses allowed within this designation. The Floor Area Ratio (FAR) for structures proposed in areas designated for General Industrial development should not exceed 0.50.

Approximately 169 acres within the Hollister Planning Area have been designated General Industrial (GI) on the General Plan Map. These areas are located immediately east of downtown Hollister along the Southern Pacific railroad line, and in the western portion of the Planning Area on either side of Highway 156.

V. ECONOMIC DEVELOPMENT

- Light Industrial (LI) - This designation provides for less intensive research and development, warehousing, and manufacturing activities, including uses that may be generally characterized by production, processing, assembly, packaging or treatment of products from previously processed material or finished products from previously prepared materials. Outdoor activities are limited to accessory storage and loading areas. It includes those uses which are able to demonstrate the ability to operate within the performance standards to be established by the Performance Standards Ordinance with a minimal investment in mitigation measures. Commercial or residential uses may be conditionally allowed if they are limited in scope, are interim in nature, are accessory to allowed uses, or those which are unique in nature (and may not be able to locate within another designation), are compatible with the designated uses and are consistent with the goals and policies of the General Plan. The Floor Area Ratio (FAR) for structures proposed in areas designated for Light Industrial development should not exceed 0.50.

Approximately 521 acres within the Hollister Planning Area have been designated Light Industrial (LI) on the General Plan Map. Roughly 9 percent of the land designated Light Industrial is currently developed in industrial uses, and the remainder (located primarily in the vicinity of the Hollister Municipal Airport) is currently vacant or in agricultural use. Another 430 acres have an Urban Reserve - Light Industrial overlay designation.

- Industrial Business Park (IBP) - This designation provides for manufacturing, warehousing, light industrial and office uses generally characterized by well-designed master planned developments with architectural and landscaped standards. It includes uses that have limited outdoor storage and have ample parking to support the businesses allowed. This designation also includes limited non-destination commercial uses which provide support to the uses allowed within the designated areas. Other commercial uses or residential uses may be conditionally allowed if they are limited in scope, are interim in nature, are accessory to allowed uses, or those which are unique in nature (and may not be able to locate within another designation) and are compatible with the designated uses and are consistent with the goals and policies of the General Plan. The Floor Area Ratio (FAR) for structures proposed in areas designated for Industrial Business Park development should not exceed 0.50.

Approximately 843 acres within the Hollister Planning Area have been designated Industrial Business Park (IBP) on the General Plan Map, with roughly 247 acres of that total under the Airport Support (AS) overlay designation. Development in areas designated as Industrial Business Park has taken place in the Hollister Business Park, and the undeveloped areas within this designation are also north of downtown Hollister in and around the Hollister Municipal Airport.

- Airport Support Overlay (AS) - This is a designation that may be combined with industrial or commercial designations on those areas that are adjacent to and have direct access to the Hollister Municipal Airport. Uses must be compatible with airport operations and adjacent uses, and may include industrial, commercial or recreational uses that provide support to the airport.

Approximately 247 acres within the Hollister Planning Area which have been designated Industrial Business Park on the General Plan Map are also under the Airport Support Overlay (AS) designation.

V. ECONOMIC DEVELOPMENT

Commercial

The commercial land use designations are divided into the following categories:

- Downtown Commercial (DC) - This designation provides for General Commercial uses, and is intended to promote retail, specialty retail, personal services, entertainment/cultural and governmental uses while promoting the vitality and character of the downtown commercial area. Specific uses include professional offices, civic uses, restaurants, department and specialty stores, entertainment/cultural uses and commercial-compatible housing. Furthermore,
 - (a) City government and public use facilities shall be located only within the Downtown Commercial (DC) designated area. County and other government offices and public use facilities shall be encouraged to locate in the DC designated area.
 - (b) The Downtown Commercial (DC) designated area shall be the preferred location for the following uses: community-draw specialty retailing stores, entertainment facilities, down-sized department stores, fine dining establishments, cultural facilities, and professional offices.

The Floor Area Ratio (FAR) for structures proposed in areas designated for Downtown Commercial development should not exceed 2.00.

Approximately 52 acres within the Hollister Planning Area have been designated as Downtown Commercial (DC) on the General Plan Map. Land within the Downtown Commercial area has already been largely developed, although opportunities for infill development exist.

- Neighborhood Commercial (NC) - This designation provides for commercial uses of low intensity and of a neighborhood character which provide convenience retail and service needs of residents of adjacent neighborhoods. This type of commercial development is generally characterized by a market and drug store which serve as anchors, with supporting neighborhood-related convenience businesses, with an area of up to 10 acres. The Floor Area Ratio (FAR) for structures proposed in areas designated for Neighborhood Commercial development should not exceed 0.30.

Approximately 82 acres within the Hollister Planning Area have been designated Neighborhood Commercial (NC) on the General Plan Map. Roughly 8 percent of these areas have already been developed. An additional 25 acres are designated UR-NC in the Rural Residential (R) areas.

- General Commercial (GC) - This designation provides for neighborhood shopping needs as well as a broader level of goods and services to meet the needs of the City and surrounding County areas. It includes uses that serve the comparison retail and service needs of residents and visitors within San Benito County. Uses in this designation rely on automobile trips rather than the pedestrian orientation common in the downtown shopping areas. The Floor Area Ratio (FAR) for structures proposed in areas designated for General Commercial development should not exceed 0.40.

V. ECONOMIC DEVELOPMENT

Approximately 308 acres within the Hollister Planning Area have been designated General Commercial (GC) on the General Plan Map. Roughly 30 percent of these areas have already been developed.

- Highway Commercial (HC) - This designation provides areas of the City suitable for commercial uses which cater primarily to visitors to the City, which have immediate access to major highways and County arterials, and which are dependent on highway travel. The Floor Area Ratio (FAR) for structures proposed in areas designated for Highway Commercial development should not exceed 0.30.

Approximately 45 acres within the Hollister Planning have been designated Highway Commercial (HC) on the General Plan Map. These areas are located along the proposed Highway 156 Bypass and Airline Highway, and are currently undeveloped.

- Central Residential/Commercial Office Neighborhood (CRO) - This designation represents the original residential portions of the City which have largely been developed in residential and commercial/office uses. Uses involve limited professional office activities.

Approximately 278 acres within the Hollister Planning Area have been designated Central Residential/Commercial Office Neighborhood (CRO) on the General Plan Map. Although this area has been largely developed, opportunities exist for additional infill development.

- Special Commercial (SC) - This designation provides for special commercial/retail uses such as auto dealerships, auto malls or other types of commercial business not appropriate for other designated commercial districts, which are compatible with adjacent uses and are consistent with the goals and policies of the General Plan.

Although there are no areas designated Special Commercial (SC) on the General Plan Map, it is anticipated that this designation may be appropriate for some areas which are currently designated "Urban Reserve (UR)" at some point in the future.

- Administrative and Professional Offices (APO) - This designation allows for administrative, executive, medical, dental and business offices, some service establishments, medical supply sales and laboratories. It is intended that administrative and professional office areas will be characterized by buildings of low intensity and landscaped grounds. The Floor Area Ratio (FAR) for structures proposed in areas designated for Administrative and Professional Offices should not exceed 0.30.

There are approximately 5 acres designated Administrative and Professional Office (APO) on the General Plan Map.

- Medical Dental Office (MDO) - This designation includes office uses specifically restricted to medical and dental offices, accessory uses such as therapists or therapeutic offices, as well as limited medical supply sales and laboratories. The Floor Area Ratio (FAR) for structures proposed in areas designated for Medical Dental Office development should not exceed 0.30.

V. ECONOMIC DEVELOPMENT

Approximately 11 acres within the Hollister Planning Area have been designated Medical Dental Office (MDO) on the General Plan Map. These areas currently support the types of activities indicated under this designation.

G. IMPLEMENTATION

Industrial

- A. Amend the Hollister Zoning Ordinance and Subdivision Ordinance to achieve consistency with the Hollister General Plan Map and industrial land use designations.
- B. Participate in preparing an Industrial Development Strategy and Plan which may contain, but may not be limited to, the following elements: Industrial Recruitment and Retention, Airport Development, Marketing, Promotion and Infrastructure Needs.
- C. Encourage and promote continued agricultural use and production in vacant areas designated for industrial use.
- D. Adopt a streamlined entitlement process for industrial development applications.

Commercial

- E. Amend the Hollister Zoning Ordinance and Subdivision Ordinance to achieve consistency with the Hollister General Plan Map and commercial land use designations. Further, the city should develop implementing measures to accommodate policies E.9. to 17, such as including specifics of acceptable types of commercial development and suitable locations as designated on the General Plan Map.
- F. Review all proposals for commercial development to ensure that the proposed development can be adequately served by the existing or planned utility systems and transportation networks.
- G. Participate in preparing a Commercial Development Strategy and Plan which may contain, but may not be limited to, the following elements: Commercial Recruitment and Retention, Airport-related Commercial Development, Marketing, Promotion and Infrastructure Needs.
- H. Adopt a streamlined entitlement process for commercial development applications.

Downtown Commercial District

- I. In close cooperation with the Hollister Redevelopment Agency, implement the measures identified within the Hollister Downtown Strategy and Plan that are designed to encourage development which would result in a concentrated, pedestrian-oriented retail, service, office and entertainment core.

V. ECONOMIC DEVELOPMENT

- J. The Planning Commission may require, as part of the application or environmental review for commercial developments which include uses which are preferably located within the Downtown Commercial (DC) area, the submittal of a downtown economic impact study when it is deemed necessary to ensure compliance with the policies of the General Plan related to the downtown commercial district.
- K. Ensure that applications for commercial development outside of the downtown commercial district which include uses which are preferably located within the downtown commercial district (see Downtown Commercial land use designation) substantiate their need to be located outside of the downtown commercial district, including economic factors, space and/or parking requirements.
- L. In conjunction with the Hollister Redevelopment Agency, provide incentives to maintain and attract business, cultural, and governmental uses to the downtown commercial district.
- M. Cooperate with the Hollister Redevelopment Agency in all efforts to preserve landmark structures within the downtown commercial district.
- N. Provide incentives and enter into development agreements to facilitate the redevelopment of vacant sites as well as the rehabilitation of existing structures in the downtown commercial district.
- O. Evaluate the demand for parking within the downtown commercial district on a periodic basis, and cooperate with the Hollister Redevelopment Agency in developing new parking facilities to provide adequate downtown parking.
- P. In cooperation with the Hollister Redevelopment Agency and the Hollister Downtown Association, make a major effort to attract and maintain uses in the downtown commercial district that generate nighttime activity.
- Q. Cooperate with the Hollister Redevelopment Agency in all efforts to enhance the entrances into the downtown commercial district.
- R. Evaluate land use alternatives which may be appropriate for land currently in industrial use within the downtown commercial district. One way to prepare for the possibility that lands now in industrial use could become available for non-industrial uses would be to develop, in cooperation with the Hollister Redevelopment Agency, an Industrial Transitional Area Plan, as recommended in the Hollister Downtown Strategy and Plan.
- S. Cooperate with the Hollister Redevelopment Agency to promote housing and mixed retail-housing development in the downtown commercial district through the use of redevelopment tools and planning assistance.
- T. Define those portions of the downtown commercial district where the conversion of historic structures to office uses would be permitted, and establish guidelines which would provide the basis for a review of applications for proposed conversions.

V. ECONOMIC DEVELOPMENT

- U. Identify City and County governmental office/facility needs for the purpose of addressing concerns which may reduce the likelihood of such offices and facilities remaining in or relocating to the downtown commercial district. The City and County should jointly develop a plan for meeting those needs, addressing issues such as parking, space availability, etc.

VI. TRANSPORTATION

A. SETTING

Surface Transportation Systems

Several local roadways and one intersection within the Hollister Planning Area currently operate at levels of service below "C", which is defined in the San Benito County Transportation Plan as the minimum acceptable level of service (LOS) :

- ◆ Fourth Street operates at LOS "D" between Union Road and Westside Boulevard, and at LOS "F" between Westside Boulevard and San Benito Street;
- ◆ Hillcrest Road operates at LOS "D" to "E" between San Benito Street and Memorial Drive;
- ◆ Nash Road operates at LOS "D" between San Benito Street and Southside Road;
- ◆ San Benito Street operates at LOS "E" between Fourth Street and Bolsa Road; and
- ◆ The intersection of Fourth Street and San Benito Street operates at LOS "E".

Levels of service for intersections are defined by the Transportation Research Board in the Highway Capacity Manual, Special Report 209 as follows:

<u>Level of Service</u>	<u>Unsignalized Intersections</u>	<u>Signalized Intersections</u>
A	Little or no delay.	Operation with very low delay occurring with favorable progression and/or short cycle lengths.
B	Short traffic delays.	Operation with low delay occurring with good progression and/or short cycle lengths.
C	Average traffic delays.	Operation with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.
D	Long traffic delays.	Operation with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop, and individual cycle failures are noticeable.
E	Very long traffic delays.	Operation with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.
F	Demand exceeds capacity, resulting in extreme delays and queuing.	Operation with delays unacceptable to most drivers occurring due to over saturation, poor progression, or very long cycle lengths.

VI. TRANSPORTATION

Levels of service for roadway segments are defined by the Transportation Research Board in the Highway Capacity Manual, Special Report 209 as follows:

<u>Level of Service</u>	<u>Vehicle/Capacity Ratio</u>
A	<0.33
B	<0.50
C	<0.65
D	<0.80
E	<1.00
F	Highly Variable

County Express (formerly San Tran) provides public transit service within the Hollister Planning Area. The San Benito County Transportation Authority oversees operation of County Express. The type of transit service provided includes dial-a-ride service within Hollister, and limited fixed-route service between Hollister and Gavilan College and the CalTrain station in Gilroy. In fiscal year 1994/95, County Express provided service to over 107,000 passengers in and out of the Hollister Service Area. Almost all transit service used is requested either within Hollister, travelling to Hollister from outside locations, or travelling out of Hollister to an outside destination. The transit fleet currently comprises 10 vehicles. During 1994/95 a Short-Range Transit Plan was funded by the Council of San Benito County Governments to evaluate and determine the future of service within Hollister and San Benito County. One plan could include the re-establishment of a limited fixed route with para-transit service in the City of Hollister in 1996/97.

The Southern Pacific Railroad operates a rail line from downtown Hollister northeast to Gilroy. Southern Pacific provides freight service for local industries on a regular basis, generally with three trains per week. There is currently no regularly scheduled rail or inter-city passenger service provided within the Hollister Planning Area, with the exception of County Express service to the CalTrain station in Gilroy.

Pacific Gas and Electric has transmission lines for both gas and electricity in the Hollister Planning Area.

Hollister Municipal Airport

The Hollister Municipal Airport (HMA) is located in the northern portion of the Hollister Planning Area on approximately 340 acres, between Highways 156 and 25. HMA is currently a general aviation airport and is included in the FAA's National Plan of Integrated Airport Systems (NPIAS). In its operational role, it is classified as General Utility, accommodating all current general aviation aircraft. The airport is also currently the base for California Department of Forestry (CDF) fire-fighting aircraft.

HMA has two paved runways with parallel taxiways. Runway 13-31 is oriented NW-SE, and has been extended to a length of 6,350 feet, including the recent relocation of the runway threshold 1,150 feet to the northwest. Runway 6-24 is oriented NE-SW and is 3,150 feet in length. Both runways are lighted for night operations. As stated in the FEIR for Hollister Municipal Airport Expansion (1991), there were 150 aircraft based at the airport with annual operations estimated

at 53,330. The FEIR also estimated that these operations, with the extension of Runway 13-31, will increase to 64,540 by 1995. The airport, in addition to the recent extension of Runway 13-31, has also completed lighting, fencing and other additional improvements and safety features in accordance with the Hollister Municipal Airport Master Plan.

In order to avoid the siting of structures which could cause obstructions to safe airport operations, and to reduce the potential impacts of possible aircraft accidents, the Hollister Municipal Airport Plan has identified safety zones in the vicinity of the Hollister Municipal Airport. The primary safety zone extends 750 feet from each side, and one-quarter mile from both ends of each runway. Within this zone, all construction should be discouraged, with the exception of that necessary to aid navigation. The secondary safety zone is as wide as the primary zone, but extends an additional 3,500 feet from the edge of the primary zone at the end of each runway, so that the combined primary and secondary safety zones extend a total of approximately one mile from the end of each runway. Within the secondary safety zone, land uses should be restricted to those with relatively low occupancy, such as agriculture, parking, corporation yards and warehouses. The Hollister Municipal Airport Plan also indicates that concentrations of residential uses should be avoided directly underneath existing flight patterns, and especially at those points where aircraft enter and exit the flight patterns.

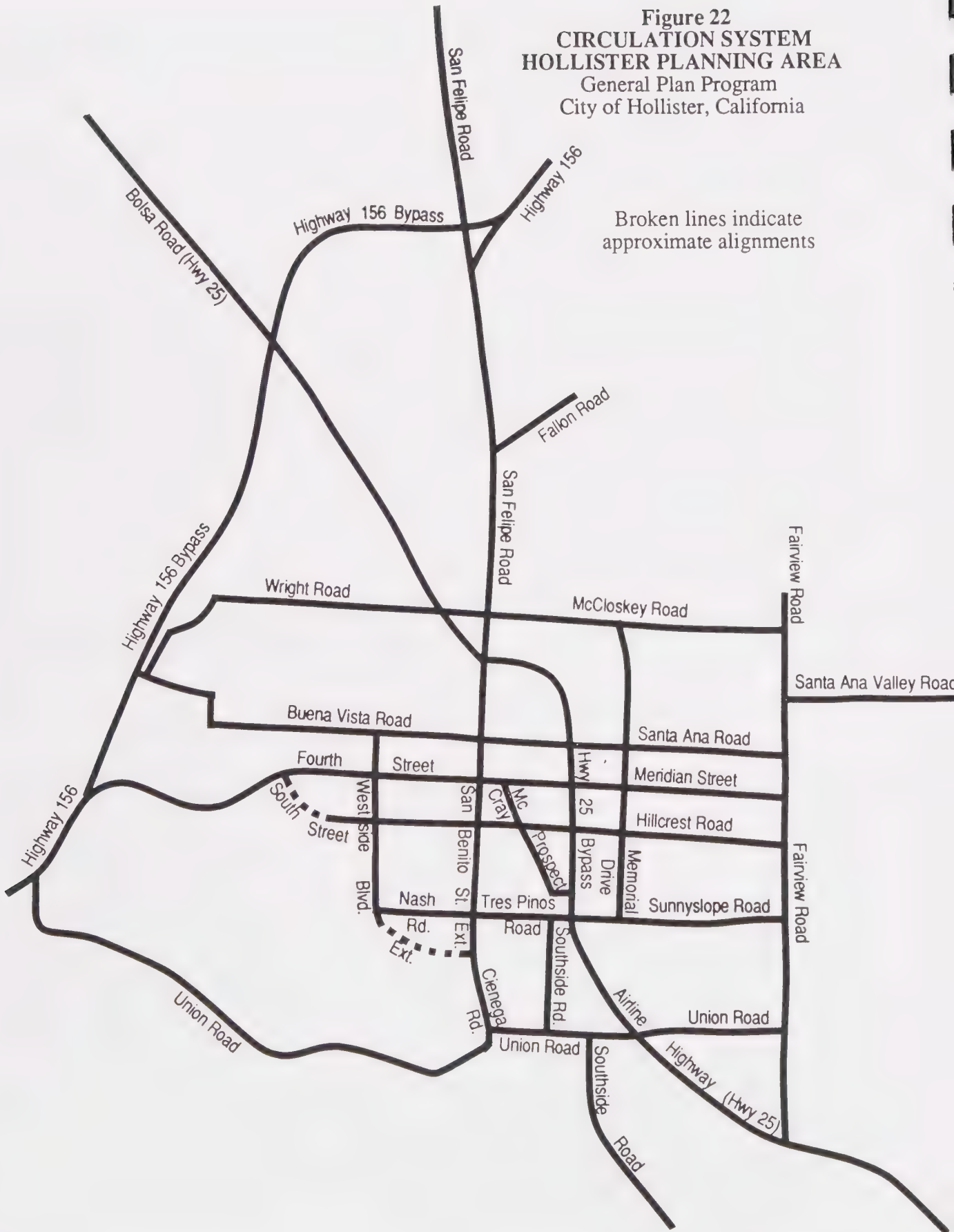
B. PROJECTIONS

Surface Transportation Systems

A number of roadway improvement projects are proposed for construction in San Benito County by 2010, which could result in the modifications to the local roadway network shown in **Figure 22**. These roadway improvement projects are listed below:

<u>Roadway</u>	<u>Segment Location</u>	<u>Improvement</u>
Highway 156 Bypass	Wastewater Treatment Plant to San Felipe Road	New 2-lane rural highway
Highway 156	San Juan Bautista to Union Road	Widen to 4-lane rural highway
Highway 156	Union Road to Westside Boulevard	Widen to 4-lane rural highway
Highway 25 Bypass	San Felipe Road to East Park Street	New 4-lane urban highway
Highway 25 Bypass	East Park Street to Sunnyslope Road	New 6-lane urban highway
Highway 25	Sunnyslope Road to Sunset Road	Widen to 6-lane street
Highway 25	Sunset Road to Fairview Road	Widen to 4-lane rural highway
Fairview Road	Airline Highway to McCloskey Road	Widen to 4-lane rural road
Meridian Street	San Benito Street to McCray Street	Widen to 4-lane street
Meridian Street	McCray Street to Fairview Road	New 4-lane street
Westside Boulevard	Buena Vista Road to Apricot Lane	New 2-lane street
Union Road	Cienega Road to Highway 25	New 2-lane rural road
Westside Road	Nash Road to San Benito Street	New 2-lane street
Sunnyslope Road	Memorial Drive to Fairview Road	Widen to 4-lane street
Buena Vista Road	Locust Street to San Benito Street	New 2-lane street
Prospect/McCray	South of Meridian Street	Widen to 4-lane street
San Benito Street	Nash Road to Cienega Road	New 2-lane street
East Park Street	Prospect Avenue to Highway 25 Bypass	New 4-lane street
Union Road	Airline Highway to Fairview Road	New 4-lane street
Southside Road	Tres Pinos to Union Road	New 4-lane street
Union Road	Highway 156 to Cienega Road	Widen to 4-lane rural road

Figure 22
CIRCULATION SYSTEM
HOLLISTER PLANNING AREA
 General Plan Program
 City of Hollister, California



In addition to the roadway projects listed on page 97 above, signalization of intersections will be evaluated and provided when warrants are met, and improvements to roadway capacity will result.

Hollister Municipal Airport

As noted above in the Setting section, the Hollister Municipal Airport is in the process of improvement, principally related to increased operational safety. The improvements include taxiway extensions, fencing, lighting and instrument landing systems. The FEIR for Hollister Municipal Airport Expansion (1991) estimates that annual operations will increase to 93,590 by the year 2005, or 45 percent higher than the estimates for operations during 1995.

C. ISSUES

- How to provide and fund an adequate surface transportation network to meet the transportation needs of those living and working in the Hollister Planning Area?
- How to protect the Hollister Municipal Airport operating area from non-compatible development?

D. GOALS

The central goals of this chapter are:

- Provide a surface transportation system that permits traffic to choose reasonably direct paths to destinations throughout Hollister.
- Minimize intrusion of through traffic on to local roadways where possible.
- Provide efficient routes for transit service, emergency and other service vehicles.
- Provide safe and efficient transportation facilities and services for the movement of people and goods.
- Provide a transportation system that will maintain an acceptable quality of life for all local residents, along with an orderly pattern of community development consistent with economic, social and environmental needs.
- Protect aviation-related activities at the Hollister Municipal Airport from incompatible land uses.
- Maintain, where possible, a level of service (LOS) C on existing and new streets and intersections.

VI. TRANSPORTATION

E. POLICIES

Surface Transportation Systems

1. Hollister shall cooperate with CALTRANS, the County of San Benito and the Measure "A" Authority to assure the funding and completion of all Measure "A" improvements within the Hollister Planning Area. (Stand-alone Policy - SAP)
2. Hollister shall cooperate with CALTRANS and the County of San Benito to define, plan, and implement the Hollister Beltway, a major arterial around the entire city. (See Implementation Action VI.C)
3. Hollister shall ensure that the traffic generated by proposed new development shall not result in the deterioration of levels of service (LOS) at existing intersections and on roadway segments within the Hollister Planning Area to a level worse than LOS C. At intersections and on roadway segments where the levels of service are currently at or below LOS D, traffic generated by proposed new development shall not worsen the level of service from that which is existing, unless it is determined that it would be economically infeasible to mitigate the effect. (SAP)
4. Hollister shall ensure that a traffic level of service (LOS) C or better be maintained on new roadways and on roadways in areas of new development. (SAP)
5. Hollister shall ensure that a traffic level of service (LOS) C or better be maintained on roadways and in intersections in the existing urban area. On roadway segments and in intersections that are at or below LOS D, explore feasible methods of financing or other appropriate measures to bring those segments/intersections to acceptable levels of service. (SAP)
6. Hollister shall continue to implement a uniform set of standards for the City's roadway network including standard right-of-way and typical sections. These standards may be amended as necessary to meet changes in technology and design. (SAP)
7. Hollister shall ensure that development projects pay for improvements within and adjoining the site, for capacity increases at one or more nearby intersections or roadway segments, and pay an appropriate traffic impact fee to fund the appropriate proportional part of the costs associated with the cumulative impacts of the project development. (VI.B, P)
8. Hollister shall require that any proposal for an amendment to the General Plan, preparation of an Area Plan or Specific Plan, include an update to the City Traffic Model to determine that the traffic service levels meet General Plan policies for development of new growth areas. (VI.B)
9. Hollister shall require that all development projects for which approval is granted by phase or which construction and occupancy will extend over a period exceeding three years to submit a report to the City, on a time frequency established by the City, documenting the project's trip generation and demonstrating compliance with the

VI. TRANSPORTATION

conditions of approval and environmental mitigation measures related to traffic and circulation. Lack of compliance with the conditions or mitigation measures may disallow approval of future development phases until the conditions or measures are complied with. (SAP)

10. Hollister shall plan for the extension of the circulation system to coincide with planned residential and economic growth consistent with the General Plan. (VI.A)
11. Hollister shall develop a priority plan for the implementation of improvements to the City circulation system, and shall review it and the adequacy of its funding annually. (VI.D)
12. Hollister shall coordinate with the County of San Benito, CALTRANS and other transportation agencies in the development of public transit, ridesharing programs, air and rail facilities. (VI.I, J)
13. Hollister shall discourage through traffic on local streets, except where necessary to provide adequate emergency service response. (SAP)
14. Hollister shall encourage through traffic to utilize major arterials designated for such traffic. (SAP)
15. Hollister shall discourage the installation of private driveways in support of proposed residential uses (specifically single family development) along arterial roadways and community collectors. (VI.F)
16. Hollister shall cooperate with the County of San Benito, the Council of San Benito County Governments, CALTRANS and large local employers in implementing a program to reduce vehicular trips and peak hour traffic (e.g., vanpools). (VI.I)
17. Hollister shall evaluate all development proposals to ensure that they would provide adequate safety improvements for motorists, pedestrians and bicyclists. (VI.H, L)
18. Hollister shall, in coordination with the County of San Benito, the Council of San Benito County Governments and CALTRANS, encourage the development and maintenance of bicycle routes, as provided for in the San Benito County Bicycle Master Plan, that will provide safe, direct access to major public facilities, schools and employment centers. (VI.K)
19. Hollister shall cooperate with local school districts in developing and updating "Safe Routes to School" programs. (VI.M)
20. Hollister shall, in coordination with the County of San Benito and CALTRANS, develop a system of truck routes within the Hollister Planning Area designed to discourage or prohibit the movement of large trucks through residential neighborhoods. (VI.N O)
21. Hollister shall, in conjunction with the County of San Benito, protect the future routes of planned circulation improvements, including the adoption of plan lines. (VI.E)

VI. TRANSPORTATION

22. Hollister shall establish a process for evaluating the traffic impacts of development and a method for determining each proposed project's share of circulation improvement costs, including sound walls and landscaping. Private development shall contribute financially and by other means to measures to mitigate project impacts upon local and regional traffic. (VI.B, P, R)
23. Hollister shall cooperate with the County of San Benito and CALTRANS in the designation of scenic highways within the Hollister Planning Area. (SAP)
24. Hollister shall encourage the protection and enhancement of scenic corridors through downtown Hollister and the entrances to the City. (SAP)

Hollister Municipal Airport

25. Hollister shall encourage compatible industrial and business park development in the vicinity of the Hollister Municipal Airport. (GP Map)
26. Hollister shall protect the airport and its operational area from potential intrusion from incompatible land uses. (VI.U)
27. Hollister shall minimize potential adverse airport-related impacts on other areas of the City by strictly regulating development within the airport operational area. (VI.U, V)
28. Hollister shall encourage the cooperation of the County of San Benito in efforts to limit incompatible land uses in the vicinity of the Hollister Municipal Airport. (VI.V)
29. Hollister shall encourage development in and around the Airport by expediting land acquisitions, annexations to the city of lands adjacent and processing development entitlements where appropriate. (SAP)

F. GENERAL PLAN MAP

The following land use designations relate to the transportation system in the Hollister Planning Area:

- Transit Terminal (TT) - This designation includes stations and other uses associated with a regional transitway proposed along or adjacent to a railroad right-of-way, or a proposed park-and-ride facility.

Two locations within the Hollister Planning Area have been designated Transit Terminal (TT) on the General Plan Map. None of these areas along the Southern Pacific railroad line have been developed, although one location is in the vicinity of the existing Hollister railroad station.

- Airport (AIR) - This designation covers publicly owned lands of the Hollister Municipal Airport. Uses include airport operations and support facilities as well as limited commercial/industrial uses incidental and in support of the airport.

Approximately 335 acres within the Hollister Planning Area have been designated Airport (AIR) on the General Plan Map. This designation includes those lands which would be necessary to accommodate the proposed runway extension.

The General Plan Map also indicates proposed roadway improvements, including the following Measure A improvements:

- ◆ The Highway 156 Hollister Bypass;
- ◆ The extension of San Benito Street from Nash Road to Cienega Road;
- ◆ The extension of Union Road (formerly Westside Boulevard) from the San Benito Street Extension to Airline Highway;
- ◆ The Highway 25 Hollister Bypass;
- ◆ The extension of Westside Boulevard from Cienega Road (now San Benito Street Extension) to San Juan Road;
- ◆ The extension, realignment and widening of Prospect Avenue and McCray Street from Sunnyslope Road to the intersection of San Benito Street and/or Santa Ana Road;
- ◆ The extension of Fourth Street (Meridian Street) from McCray Street to Fairview Road;
- ◆ The extension of Buena Vista Road to Santa Ana Road;
- ◆ The widening of Fairview Road to four lanes from Airline Highway to McCloskey Road; and,
- ◆ The widening of Union Road to four lanes from Highway 156 to Cienega Road.

In addition to the Measure A projects listed above, the following roadway improvements are also anticipated during the planning period, and are shown on the General Plan Map:

- ◆ The widening of Highway 156 to four lanes between Union Road and Westside Boulevard.
- ◆ The widening of Highway 25 to six lanes between Sunnyslope Road and Sunset Road, and to four lanes between Sunset Road and Fairview Road.
- ◆ The extension of Westside Boulevard between Buena Vista Road and San Juan Road.
- ◆ The extension of Memorial Drive between Meridian Street and McCloskey Road.
- ◆ The widening of Sunnyslope Road to four lanes between Memorial Drive and Fairview Road.
- ◆ The extension of Park Street between Prospect Avenue and the Highway 25 Hollister Bypass.

VI. TRANSPORTATION

- ◆ The extension of Union Road (formerly Crestview Drive) between Airline Highway and Fairview Road.
- ◆ The extension of South Street northwesterly to San Juan Road (alignment shown by dashed lines, as the actual roadway location and design has yet to be determined).
- ◆ The extension of Southside Road southerly from Tres Pinos Road to Union Road.

G. IMPLEMENTATION

Surface Transportation Systems

- A. Develop a listing of all major intersections and roadways within the Hollister Planning Area and determine levels of service of these intersections (contingent upon the availability of intersection service level information) and of these roadways on an annual or biannual basis. This information may be used by the Planning Commission and the City Council to evaluate the traffic impacts of proposed development and to evaluate amendments to the City's transportation plan.
- B. Continue to utilize the City Traffic Model for projecting cumulative traffic increases on arterials and collectors, and for establishing trip generation factors to be used for all traffic impact assessments. Traffic counts and other data used for the Traffic Model should be routinely updated on an annual basis. The Model can provide an adequate projection of traffic resulting from both cumulative development and planned traffic improvements. The Model can produce either a growth factor or volume projection of background traffic conditions and can be utilized for EIR analyses. Establish subareas and subarea traffic models within the Planning Area to conduct traffic analyses where appropriate.
- C. Cooperate with CALTRANS and the County of San Benito to establish the Hollister Beltway, a major traffic arterial around the city. Starting with the Highway 156 Bypass, Union Road, and Fairview Road, develop connector roadways and realignments to complete the beltway. Reroute all state highways to use appropriate portions of the beltway.
- D. Consider the adequacy of the circulation system and its funding in reviewing and approving proposed development projects in the Hollister Planning Area.
- E. Incorporate the planned circulation system into proposals for new development projects.
- F. Limit driveways and other private access along major arterial streets, where possible.
- G. Require the construction of noise barriers (including berms, setbacks, frontage roads and landscaping) where new residential development is adjacent to major arterial streets, truck routes, state highways or railroads.
- H. Provide adequate traffic controls where needed to relieve traffic congestion and ensure safety on all streets within the Hollister Planning Area.

VI. TRANSPORTATION

- I.** Cooperate with the County of San Benito, the Council of San Benito County Governments and CALTRANS to provide park-and-ride lots for commuters and other users of regional transit systems.
- J.** Investigate, with the County of San Benito and CALTRANS, the possible use of the Southern Pacific railroad line and right- of-way as a future element of the regional transit system.
- K.** Continue to cooperate with the County of San Benito, the Council of San Benito County Governments and CALTRANS in the implementation of the Bicycle Master Plan, to develop a City- wide and area-wide network with links to a regional bicycle route system, utilizing grant funds and other available revenues to finance the system.
- L.** Require new development to provide adequate pedestrian facilities and sidewalks.
- M.** Cooperate with local school districts in providing adequate pedestrian facilities to serve local schools safely.
- N.** Adopt a truck route plan in cooperation with the County of San Benito and CALTRANS, and provide enforcement mechanisms to ensure compliance.
- O.** Continue to enforce City Ordinances which restrict through truck traffic on residential streets and the parking and maintenance of trucks in residential districts.
- P.** Continue to collect traffic impact fees and other development exactions from private developers to fund transportation system improvements where a nexus between the proposed development and the improvements necessary to mitigate the impacts of development can be demonstrated.
- Q.** Utilize available grant funds and other available revenues (including sales tax revenue) to fund local transportation system improvements.
- R.** Review the transportation plan and impact fee programs annually, and make the adjustments necessary to adapt them to changing conditions.
- S.** Prepare a priority list of transportation-related capital improvements and maintenance programs.

Hollister Municipal Airport

- T.** Amend the Hollister Zoning Ordinance and Subdivision Ordinance to achieve consistency with the Hollister General Plan Map and land use designations.
- U.** Review all proposed development north of Wright Road/McCloskey Road to ensure that it will be compatible with operations at the Hollister Municipal Airport.
- V.** Coordinate with the Airport Land Use Commission (Council of San Benito County Governments) the completion, adoption and implementation of an Airport Land Use Plan.

VI. TRANSPORTATION

- W. Develop a public works master plan together with feasible funding strategies to accommodate planned developments for the area within and around the airport. Said plans should include but not be limited to drainage (hydrology), traffic circulation, water service, sewer service and utilities. Funding for such plans may be from public/private sources as may be appropriate.
- X. Develop a traffic circulation plan for the area within or around the airport which provides for collector roads to create adequate access which may be allowed by the state from State Highway 25 and the future Highway 156 Bypass, Flynn Road and San Felipe Road.

VII. PUBLIC SERVICES AND FACILITIES

A. SETTING

Sanitary Sewerage Facilities

Wastewater services in the Hollister Planning Area are provided by four sources: the Sunnyslope County Water District (SCWD); Cielo Vista County Service Area; private septic systems; and the City of Hollister. SCWD provides a sewer collection system for an area of unincorporated San Benito County in and around the Ridgemark Golf and Country Club, located in the southeastern portion of the Planning Area. The SCWD sewage collection system is in good condition. Many individual properties within the Planning Area are currently served by private septic systems, principally in the unincorporated areas.

The existing wastewater collection system serving the City of Hollister consists of four interceptor systems:

- North Hollister Interceptor System;
- Central Hollister Interceptor System;
- South Hollister Interceptor System; and
- Domestic Wastewater Treatment Plant Interceptor System.

Three of the four systems listed above are served by gravity, with the North Hollister Interceptor System utilizing pumping stations and one lift station. The condition of the existing sewer system is very good in the north, south and domestic wastewater interceptor systems. The central interceptor system is in fair condition, principally due to the fact that many sections are 60 years of age. Most of the sanitary sewer systems in the City are presently flowing at less than full capacity.

SCWD operates two sewage treatment plants and three pump stations. The Waste Discharge Permit provides for a peak month average dry weather capacity of 370,000 gallons per day (gpd) for both plants. The old plant has a capacity of 190,000 gpd and is currently processing 130,000 gpd, leaving an excess capacity of 60,000 gpd. The new plant has a capacity of 180,000 gpd, and is presently processing 14,000 gpd, leaving an excess capacity of 166,000 gpd. SCWD has no plans to expand the present sewage treatment facilities.

The existing City of Hollister wastewater treatment plant was completed in 1980. The plant is located on the west side of the Planning Area, on Highway 156. The plant consists of aerated facultative primary ponds, a shallow high rate secondary pond, two algae settling ponds and 16 1.7-acre land disposal percolation ponds. During 1994, effluent averaged 1.7 million gallons per day (mgd), with a peak month of 1.99 mgd. The present design capacity of the treatment plant is 2.69 mgd, leaving an excess capacity of approximately 700,000 gpd. The plant is operating at 74 percent of design capacity and is in very good condition. However, over the years, the existing treatment plant disposal beds have lost some of their percolation capacity, with the present disposal capacity estimated at 2.3 mgd.

The City of Hollister also operates an industrial treatment plant, which provides for the processing of tomato waste from a local cannery. This plant is located at the west end of South Street, adjacent to the San Benito River.

VII. PUBLIC SERVICES AND FACILITIES

Water Supply

The Hollister Planning Area is served by three water purveyors: the San Benito County Water District (SBCWD); the Sunnyslope County Water District (SCWD); and the City of Hollister. SBCWD is charged with the wholesale supply of Central Valley Project surface water through the San Felipe Project to Zone 6 in the Hollister Valley, and operates San Justo Reservoir for storage of San Felipe water. SBCWD also is responsible for groundwater management in much of San Benito County, including the monitoring of groundwater pumping quantities and groundwater storage levels. SBCWD also operates the Hernandez and Paicines reservoirs, which collect and store excess runoff from rainfall and deliver surface water to agricultural users and for groundwater recharge in the San Benito River basin.

SCWD and the City of Hollister are principally retail water purveyors primarily to municipal and industrial (M & I) customers within the Hollister Planning Area. In general, the City water service area includes the west side of Hollister, north Hollister, and a portion of the Cienega Valley. The SCWD service area includes most of the east side of the City, the Fairview area, and other unincorporated land to the east of Hollister. Both the City and SCWD currently rely on groundwater for their entire water supply. Private wells also are a source of domestic and agricultural water, principally in the unincorporated lands in the Planning Area.

Both the City of Hollister and the SCWD operate their own wells, distribution and storage systems. The City operates six wells, including two wells in the Cienega Valley that provide limited supplies of water, for a total water delivery capacity of approximately 5,180 gallons per minute (gpm). With the City's largest well, Well # 5 at 1,700 gpm, out of production, the City's safe yield is 3,480 gpm. The City's three storage reservoirs (Park Hill, Fairview, and Sally Flats) provide a total storage capacity of 1.5 million gallons (MG). In addition to the storage reservoirs, the City has equipped three of its wells with emergency pumping capabilities, which can provide the Park Hill reservoir portion of the City water system with a nominal emergency reserve of 2,400 gpm in the event of a power failure.

SCWD also operates seven wells, for a total delivery capacity of approximately 3,090 gpm. Taking into consideration actual well use and District policies on well use, SCWD has a safe pumping capacity of 2,140 gpm. SCWD operates three reservoirs (two in Ridgemark, and the Fairview facility), with a present storage capacity of 3.5 MG. Assuming that SCWD shares the 2 MG Fairview tank, SCWD has a total system storage capacity of 2.5 MG. The SCWD water system is also interconnected to the City system at three locations, which allows water transfers between the two jurisdictions.

The existing water distribution system is generally in good condition, with the following exceptions:

- Limited fire protection supply to the Airport area;
- Limited fire protection supply to West Hollister along Highway 156;
- High velocities and head losses in the Park Hill Reservoir outlet pipe; and
- Low pressures and limited supply to the Southside Road County Complex area.

VII. PUBLIC SERVICES AND FACILITIES

According to the Fire Protection Master Plan (July, 1991), the maximum fire flow requirement for the Hollister area (to provide adequate fire flow for a fire in a heavy industrial area) is 3,500 gallons per minute (gpm) for 4 hours, or 840,000 gallons. The recommended storage criteria are 1/3 maximum day demand for operational storage, 1/2 maximum day demand for emergency storage, and storage for fire protection equal to the maximum fire demand times the maximum fire duration. Based on these criteria, the current water storage capacity in the Hollister area is less than the recommended 5.1 million gallons. Emergency pumping equipment and system inter-ties are provided to offset the storage requirements.

The adopted fire flow requirements for new development in the Hollister area are as follows:

<u>Land Use</u>	<u>Required Fire Flow (gpm)</u>	<u>Duration (hours)</u>
Single Family Residential	1,500	2
Multiple Family Residential	2,500	2
Schools	2,500	2
Business & Commercial	3,200	3
Light Industrial	3,200	3
Heavy Industrial	3,500	4

Drainage

The principal drainage basins in the Hollister Planning Area are the San Benito River and the Santa Ana Creek basins. All runoff from the Planning Area flows to one of these basins. The San Benito River flows through the southern and western portion of the Planning Area, while Santa Ana Creek, along with its tributary, flow through the eastern and northern portions of the Planning Area. Hollister and its environs have historically been subject to flooding, and a number of improvements have been installed to drain the area.

In response to growth that was occurring in and around the Planning Area, the City of Hollister commissioned a series of planning and engineering studies to address drainage needs. The Storm Drainage Element of the Public Works Master Plan (1985) was completed and the need for a series of storm drainage improvements was identified. Since implementation of the Plan began, a number of drainage improvements and detention ponds have been installed or are in the process of construction. Those that have been completed include the San Juan Road/South Street/Hillcrest Road trunk line, the Rustic Street system including the detention pond, and a downstream portion of the Bundeson storm line south of Nash Road in the Cienega Road area. Currently, the Enterprise Road storm line, which serves a portion of the southeast sector of the Planning Area is under construction. An engineering study of the Santa Ana Creek and its tributary is underway to determine the extent of storm drainage improvements required in this basin. In 1991, a flood insurance study commissioned by the Federal Emergency Management Agency (FEMA) was completed, which addresses floodplain patterns and floodplain management.

Solid Waste Disposal

Solid waste disposal within the Hollister Planning Area is currently provided under contract via the Hollister Disposal Company. Solid waste is disposed of at the John Smith landfill which is the only permitted landfill (a Class III non-hazardous solid waste disposal facility) serving the

VII. PUBLIC SERVICES AND FACILITIES

Hollister area. The landfill is located on John Smith Road east of Fairview Road, and just east of the Hollister Planning Area. The landfill is owned by the County of San Benito and is operated by Hollister Disposal Company, under contract with the County.

Currently, only 28 acres of the 57-acre landfill are being utilized, and this would provide sufficient capacity to dispose of waste at a level of 250 tons per day for an estimated 15 to 18 years. The landfill currently handles an average of approximately 75 tons per day. The Hollister Disposal Company is currently updating its permit to allow full utilization of all 57 acres of the landfill site. Although it is uncertain how technology will alter current packaging and disposal methods, and affect the long-term success of recycling efforts, it is estimated that the full utilization of the full site would provide a life span of between 40 and 45 years, based upon projected population growth in the service area.

Utilities

The Pacific Gas and Electric Company provides electricity and natural gas to residences and businesses in the Hollister Planning Area. Pacific Bell provides telephone service, while Falcon Cable provides cable television service.

Parks and Recreation

Public recreational facilities currently available to residents within the Hollister Planning Area are listed below (see **Figure 23**):

<u>Facility</u>	<u>Acres</u>
Central Avenue Mini-Park	0.25
Veteran's Tot Lot Mini-Park	0.25
Hollister Community Center	0.25
Airport Neighborhood Park	0.75
Las Brisas Estates Neighborhood Park	1.00
McCarthy Street Neighborhood Park	1.50
Dunne Community Park	3.50
Calaveras Community Park	7.00
Rancho San Justo Sports Facility	13.00
Vista Park Hill Community Park	15.00
Veteran's Memorial Park (San Benito County)	35.00
Total	77.50

The following sports facilities are currently available for use by residents within the Hollister Planning Area:

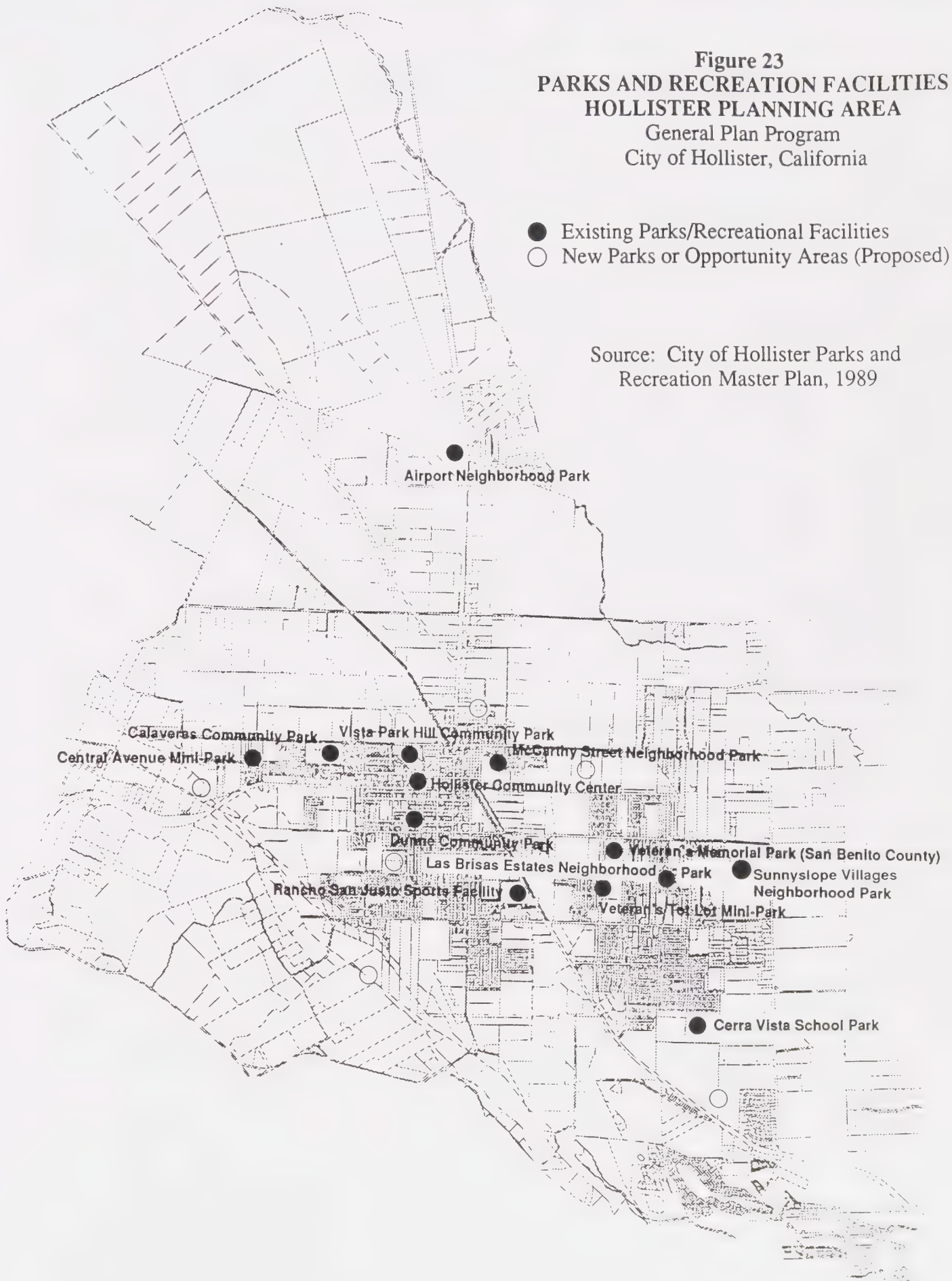
Ballfields: Lighted softball fields used for league and tournament play are provided at Veteran's Memorial Park and the Rancho San Justo Sports Facility. The fields at the R.O. Hardin School, the Calaveras School and Vista Park Hill are suitable practice facilities. An additional four acres of irrigated turf will accommodate two softball/soccer field combinations at the R.O. Hardin School, and another softball/soccer field will be available at Calaveras Park.

VII. PUBLIC SERVICES AND FACILITIES

Figure 23
PARKS AND RECREATION FACILITIES
HOLLISTER PLANNING AREA
General Plan Program
City of Hollister, California

- Existing Parks/Recreational Facilities
- New Parks or Opportunity Areas (Proposed)

Source: City of Hollister Parks and
Recreation Master Plan, 1989



VII. PUBLIC SERVICES AND FACILITIES

Soccer Fields: Facilities available for soccer use are located at the Rancho San Justo Sports Facility (lighted), the R.O. Hardin School and Calaveras Park.

Tennis Courts: Six lighted tennis courts are available at Dunne Park and at Veteran's Memorial Park.

Basketball Courts: Outdoor basketball courts are available at McCarthy Street Park (1), Central Avenue Park (0.5), the Calaveras School (3), the Sunnyslope School (2), the R.O. Hardin School (6.5), the Fremont School (1.5), the Rancho San Justo School (8) and San Benito High School (4).

Swimming Pool: The swimming pool located at San Benito High School is available to the public for recreational swimming only during the summer months.

Gymnasiums: The only public gymnasiums are located at San Benito High School. An additional gymnasium is located at the Sacred Heart Catholic School, although the hard tile floor there is not of regulation size.

Public Golf Courses: Two 18-hole public golf courses are located at the Ridgemark Golf and Country Club, and one 9-hole public golf course is located at Bolado Park south of the Planning Area.

The Parks and Recreation Master Plan for the City of Hollister indicates that Hollister currently provides approximately 4.1 acres of parks and recreational facilities per 1,000 residents, if the Veteran's Memorial Park (owned and operated by the County of San Benito) is included. This is above the standard of four acres per 1,000 residents which has been established by the Parks and Recreation Master Plan.

The City of Hollister currently has a very limited system of pedestrian trails and bikeways. Existing bikeways in Hollister consist of two off-street bike paths (Class I): a six-foot-wide asphalt path adjacent to Prospect Avenue and Airline Highway between Hawkins Street and Sunnyslope Road; and a six-foot-wide concrete bicycle/pedestrian path which fronts a shopping center adjacent to Airline Highway between Sunnyslope Road and Sunset Drive. The County of San Benito has adopted a Bikeway Plan which is designed to provide connections between parks, special use facilities, major shopping centers and employment centers. The proposed bikeways would consist of on-street bike lanes (Class II), in which a five-foot-wide bike lane is designated on the street by striping, and bike routes (Class III), with right-of-ways designated by signs.

Maintenance of all parks and recreational facilities, as well as over 9,000 street trees, all public medians, City buildings and greenways, is provided by the Hollister Division of Parks, which is managed by the Director of the Department of Public Services. Full-time staff includes one supervisor, three park maintenance workers and two tree maintenance workers. The California Conservation Corps also perform work on special projects for the City.

Public Safety and Emergency Preparedness

Fire protection within the Hollister Planning Area is provided by the Hollister Fire Department within the city limits, the San Benito County Fire Department (which is operated under contract with the California Department of Forestry), in unincorporated areas of the County which are not designated as wildland, and the California Department of Forestry in unincorporated wildland areas. The County fire department provides initial response in certain areas of the city under an automatic aid agreement between the Hollister and the County of San Benito, and in turn, the City provides initial response in areas protected by the County on the western boundaries of the city. The Hollister Fire Department is located at 110 Fifth Street, and is staffed by 10 full-time personnel, supplemented by 15 volunteer firefighters. The San Benito County Fire Station (operated under contract with the California Department of Forestry) is located at 1979 Fairview Road, and is staffed by three full-time personnel, supplemented by volunteer firefighters. The Hollister Fire Department has a mutual aid agreement with the County of San Benito for fire protection in unincorporated areas just beyond the Hollister city limits.

The Hollister Fire Department provides first responder emergency medical services and responds to all automatic aid areas as the first responder for EMS incidents. The California Department of Forestry is not automatically dispatched to EMS calls either within their districts or the automatic aid areas, but responds only on the request of a law enforcement agency or other fire protection agency. A private ambulance company provides basic life support services and emergency medical technician-level ambulance services in the Hollister area. A 24-hour emergency medical department staffed by a group of emergency physicians is maintained at Hazel Hawkins Memorial Hospital. In the event of a major earthquake or other disaster, additional emergency response support from beyond the local area would be available through the state mutual aid plan. If it were to become necessary to evacuate portions of the Hollister area, the primary evacuation routes would be along State Highways 25 and 156, although the selection of optimal evacuation routes would hinge on the damage that may have been sustained by these roadways which might limit their ability to support a mass evacuation of the area.

Police protection within the Hollister Planning Area is provided by the Hollister Police Department within the city limits and the San Benito County Sheriff's Department in unincorporated areas. The Hollister Police Department is headquartered at 395 Apollo Court, and the Sheriff's Department is headquartered at 710 Flynn Road.

Public Schools

Public school students within the Hollister Planning Area are currently served by the Hollister School District and the San Benito High School District (see **Figure 24**).

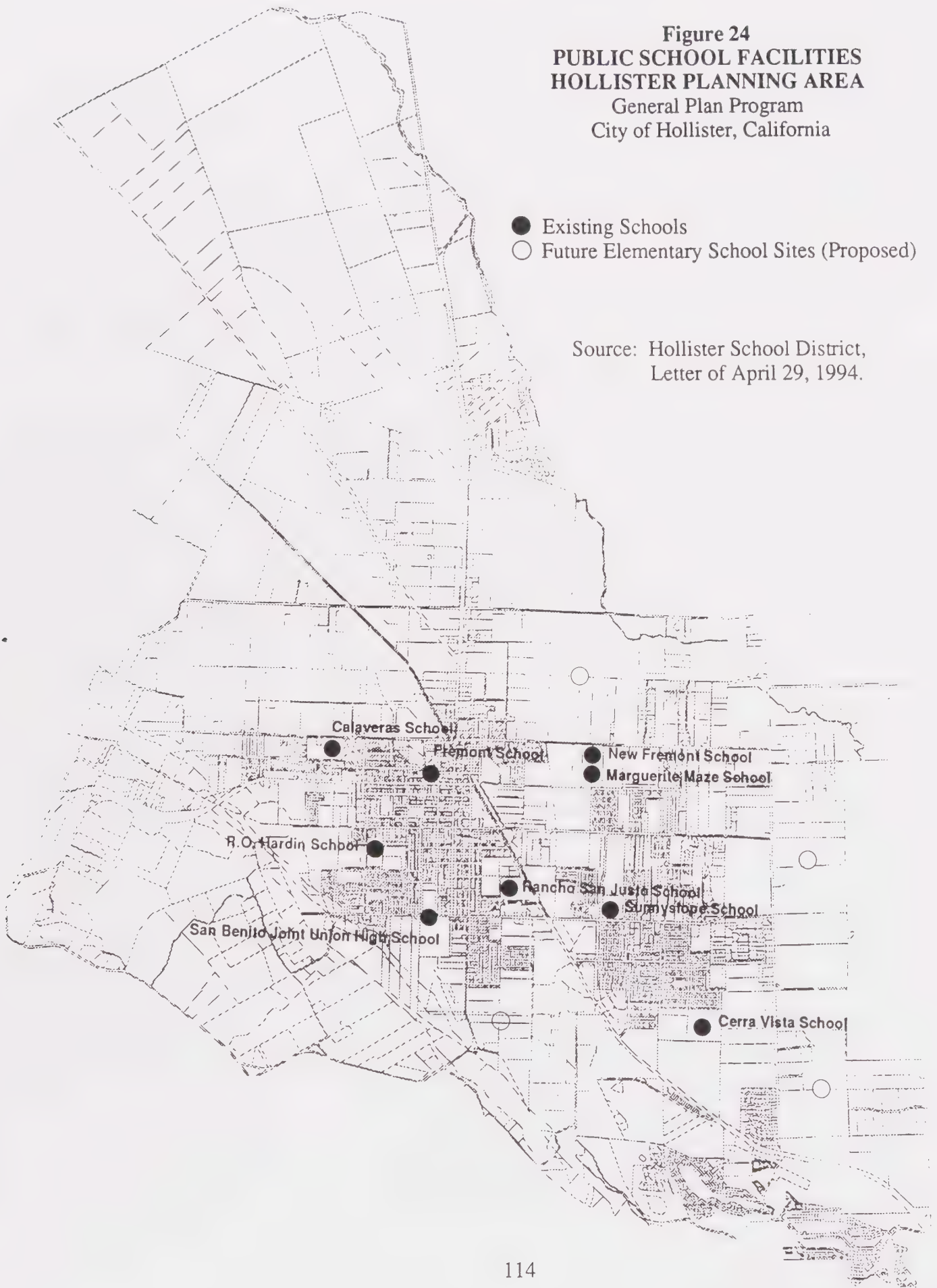
<u>School</u>	<u>Location</u>	<u>Grades</u>
Sunnyslope School	1475 Memorial Drive	K - 6
Fremont School	335 West Street	K - 6
Cerra Vista School	2151 Cerra Vista Drive	K - 6
Calaveras School	1151 Buena Vista Road	K - 6
R.O. Hardin School	881 Line Street	K - 6
Marguerite Maze School	900 Meridian Street	7 - 8
Rancho San Justo School	1201 Rancho Drive	7 - 8
New Fremont School	901 Santa Ana Road	K - 6
San Benito High School	1220 Monterey Street	9 - 12

VII. PUBLIC SERVICES AND FACILITIES

Figure 24
PUBLIC SCHOOL FACILITIES
HOLLISTER PLANNING AREA
General Plan Program
City of Hollister, California

- Existing Schools
- Future Elementary School Sites (Proposed)

Source: Hollister School District,
Letter of April 29, 1994.



Although not located within the Hollister Planning Area or San Benito County, Gavilan College provides post-secondary educational opportunities for Hollister residents and students from other areas.

Library Services

San Benito County provides public library services to the Hollister community through the library (located on Fifth Street) and a bookmobile. In recent years, the library system has experienced funding problems, and has reduced the number of hours in which library facilities are open to the public.

B. PROJECTIONS

A population increase of approximately 99 percent between 1990 and 2010 would result in an increase in the demand for all public services within the Hollister Planning Area. Although it will be possible to require new development to pay the costs associated with providing the services which such development will require through the assessment of impact fees, such fees can only be used for the construction of facilities and services which are directly related to the new development. It will not be possible to ask developers (who would be able to pass the impact fees along to future residents with the price of their homes) to provide the funds necessary to upgrade the existing level of public services within the community beyond any improvement which might coincide with the payment of impact fees which are directly associated with their developments.

Sanitary Sewerage Facilities

Wastewater generated by new development under the General Plan within the City's Planning Area will place increased demands on the existing wastewater collection and treatment facilities.

In response to the need for expanded sewerage facilities required to address growth in the City, the City in 1985 completed the Sanitary Sewer System Element and the Domestic Wastewater Treatment Plant Element of the Public Works Master Plan. These two elements proposed the construction of a number of facilities needed to meet future growth. As a result of these plans, a number of facilities have been installed. In addition, as part of the City's Capital Improvement Program, the completion of the Airline Highway interceptor is planned, which will serve the area abutting the highway, with potential to provide service to Southside Road and Enterprise Road. Continued growth will require additional collection system improvements in accordance with the Master Plan.

The treatment plant, as stated in the Setting section, is currently at 74 percent of design capacity. In addition, in response to future projected growth, the following improvements are currently identified in the City's Capital Improvement Program or are in process:

- ◆ Completion of the domestic treatment plant disposal bed renovation to improve disposal capacity;
- ◆ Construction of new domestic treatment plant disposal beds with capacity to match that of the treatment plant, and provide for 1.3 mgd additional capacity; and,

VII. PUBLIC SERVICES AND FACILITIES

- ◆ Construction of expansion of the wastewater treatment plant to increase the total processing capacity to 3.99 mgd.

As part of the program to implement the General Plan, the sanitary sewerage elements of the Public Works Master Plan will be updated to provide for development designated in the General Plan.

Water Supply

Future growth and development in accordance with the General Plan will result in a need for additional water transmission lines and for an increased supply of water.

Both the City of Hollister and the SCWD have plans to expand their water distribution systems and to provide for additional water supply. SCWD added two new wells in 1994. The City's Capital Improvement Program includes plans for two new wells. The Water Distribution and Supply Element of the City's Public Works Master Plan contains recommendations for improvements that will be needed for the 20-year planning period 1984-2004. As part of the implementation program for the General Plan, the Water Element of the Master Plan will be updated to provide for projected development designated under the General Plan.

The Water Element of the Master Plan also recommends that a water treatment plant be constructed. The City and SCWD, in cooperation with the SBCWD, are currently proposing to construct a 28-mgd water treatment plant and two 2-MG finished water reservoirs. The first phase would comprise a 14-mgd plant and one 2-MG reservoir. The plant would be able to treat both surface water obtained from the SBCWD, and underground water. One purpose of the plant is to provide adequate water supplies to meet future water demands. Environmental and engineering studies are currently under way for the plant.

Drainage

Future growth and development in accordance with the General Plan will cause an increase in the number of areas within the Hollister Planning Area to be covered with impervious surfaces, which will contribute to increases in the volume of storm water runoff requiring collection and disposal by the local drainage network. The Storm Drainage Element of the Public Works Master Plan provides for improvements necessary for future development. This element will also be updated to recognize storm runoff needs as part of the General Plan implementation program. In addition, the Santa Ana Creek storm drainage study, which is currently underway, will address future storm runoff needs for this basin resulting from development consistent with the General Plan.

Solid Waste Disposal

Solid waste generated within the Hollister Planning Area during the planning period would be expected to grow with the increase in development anticipated by the General Plan. Based on an estimated 7,500 pounds of solid waste generated per household per year, the addition of 6,339 residential units within the Planning Area by 2010 would increase the amount of solid waste entering the John Smith landfill by approximately 23,722 tons annually, or approximately 65 tons per day. Additional solid waste would also be generated by non-residential development which could be constructed in the Planning Area during the planning period.

VII. PUBLIC SERVICES AND FACILITIES

Due to declining landfill space in the State and because of other environmental considerations, the California Legislature adopted AB 939, which established the Integrated Waste Management Act of 1989. The Act requires that all cities and counties in California reduce their levels of landfilled waste by 25 percent by 1995, and 50 percent by the year 2000, and that all local agencies plan for future waste management activities by developing Source Reduction and Recycling Elements (SRREs), Household Hazardous Waste Elements (HHWEs), and Non-Disposal Facility Elements (NDFEs). In response to the Act, the City of Hollister adopted a SRRE and HHWE which sets forth the City's goals and objectives for waste diversion and reduction programs. The amount of waste generated and/or diverted by new development and thus actually deposited in the John Smith landfill could be affected by implementation of the City's SRRE.

Utilities

New development anticipated under the General Plan would increase the local demand for electricity, natural gas, telephone and cable television service, and will require the extension and expansion of the existing services. The costs associated with expanding utility services to developing areas will be borne by developers, as well as by the new rate-payers and an expanded base of utility customers.

Parks and Recreation

A growing population in Hollister will place increased demands on local parks and recreational facilities. In addition, as the age characteristics of the local population shift, an increased variety of recreational facilities and activities may be in demand. Based on a projected population of approximately 38,200 in the year 2010, and using the standard of four acres of developed recreational facilities per 1,000 residents established in the City of Hollister Parks and Recreation Master Plan, the Hollister Planning Area would need a total of approximately 152 acres of developed park lands and recreational facilities by the end of the planning period.

The Parks and Recreation Master Plan indicates that additional neighborhood parks (generally three to five acres in size) are necessary to adequately serve the following existing residential areas:

- ◆ South of Sunnyslope Road between Highland Drive and Fairview Road;
- ◆ In the Sunset Road/Valley View Road area;
- ◆ In the Nash Road/San Benito Street area; and
- ◆ In the Cienega Road/Eastview Road area.

Additionally, the Parks and Recreation Master Plan indicates that neighborhood parks are also expected to be necessary in future residential areas as they develop, particularly in the following areas:

- ◆ North of Hillcrest Road between El Camino Paraiso and Fairview Road;
- ◆ In the Sunnyslope Road/Fairview Road area;
- ◆ North of Airline Highway/west of Fairview Road;
- ◆ In the Southside Road/Airline Highway area;
- ◆ In the Maple Road/Chappell Road area; and
- ◆ South of Highway 156/east of Line Street.

VII. PUBLIC SERVICES AND FACILITIES

The Parks and Recreation Master Plan also identifies areas along the San Benito River and the creeks within the Planning Area as having potential for future pedestrian/bicycle trails (see **Figure 23**).

Public Safety and Emergency Preparedness

Additional development will result in an increased need for fire protection and emergency response resources in the Hollister Planning Area. In order to maintain the existing level of fire protection and emergency response services, additional firefighters and equipment may be necessary.

Increased development within the Hollister area will place increased demands on the Hollister Police Department and the San Benito County Sheriff's Department. Additional personnel and equipment may be required to maintain the existing level of police protection within the Hollister Planning Area.

Public Schools

Additional residential development in the Hollister area will necessitate the construction of additional classrooms and other facilities, since existing school facilities are currently operating at or above capacity. As the number of students increases, the demand for additional teachers, administrators and support staff would also be expected to increase proportionately. The future demand for schools may vary, depending on the actual number and types of housing units which are actually constructed.

A new elementary school (the New Fremont School, fronting on Santa Ana Road) and a new middle school (the Marguerite Maze School, fronting on Meridian Street) are now built and in operation (see **Figure 24**). The Hollister School District also retains a potential school site fronting on Powell Street which may be used for a new school at some point during the planning period. Because the San Benito High School District serves students from beyond the boundaries of the Hollister Planning Area, it may require additional classroom space to serve students in grades 9-12 who would be coming from portions of San Benito County beyond the Planning Area which may also be developed during the General Plan planning period.

Population growth within the Hollister Planning Area would be expected to increase the demand for post-secondary educational opportunities, and some new residents would be expected to attend Gavilan College nearby.

Library Services

With an increase in population in the Hollister area, local library services will also require some expansion in order to maintain existing levels of service within the community.

C. ISSUES

The primary issue related to the provision of public services in Hollister is:

- How will growth be accommodated while maintaining (or improving) the current level of public services within the Hollister Planning Area?

D. GOALS

The central goals of this chapter are:

- Provide an adequate level of public services and facilities to ensure the continued health, education, welfare and safety of all local residents.
- Minimize fire risks to life and property.
- Minimize crime risks to the community.

E. POLICIES

General

1. Hollister shall develop joint agreements and revenue sharing programs which will enable the City to join with the County of San Benito and other jurisdictions to improve the level of local public services. (See Implementation Action VII.A)
2. Hollister shall encourage increased cooperation with the County of San Benito and other jurisdictions in matters related to land use and the resources available to support future growth within the Hollister Planning Area. (VI.A, B)
3. Hollister shall ensure that future growth does not exceed the capabilities/capacity of local public services such as wastewater collection and treatment, fire and police protection, maintenance of streets and roads, local school systems, parks and recreational facilities, and landfill capacity. Only those development applications that have identified the impacts which the proposed development would have on the provision of public services, and that will mitigate these impacts so that local public services can be maintained at an acceptable level, shall be approved. (VII.C, D, E, H, I, J, P, W, Y)
4. Hollister shall require the preparation of infrastructure master plans in areas outside the designated Urban Service Area as a prerequisite to annexation. Such plans shall contain, but not be limited to, plans for sewer services, storm drainage, traffic circulation, recreation facilities, school facilities and funding alternatives for police and fire services. (Stand-alone Policy - SAP)

VII. PUBLIC SERVICES AND FACILITIES

Sanitary Sewerage Facilities

5. Hollister shall encourage development in those portions of the Hollister Planning Area which are already served by sanitary sewers or to which sewers can reasonably be extended. (II.F)
6. Hollister shall ensure that development does not exceed the capacity of the local wastewater treatment facilities. (VII.C)
7. Hollister shall reserve sanitary sewerage capacity for future commercial/industrial uses. (SAP)
8. Hollister shall monitor the wastewater treatment plant to ensure that the nitrate levels stay within legal limits. (SAP)
9. Hollister shall require those proposing development outside of the service areas of the Airport or Santa Ana sewer systems to develop plans for, to finance and to install the sewer facilities required to serve the proposed development. (SAP)

Water Facilities

10. Hollister shall encourage development in those portions of the Hollister Planning Area which are already served by the local water supply systems or to which water supply systems can reasonably be extended. (II.F)
11. Hollister shall ensure that development does not exceed the capacity of the local water supply systems. (VII.D)
12. Hollister shall encourage development which incorporates water conservation features in structures and landscaping. (SAP)
13. Hollister shall require project developers to incorporate water-conserving plumbing fixtures, to plant drought-resistant landscaping, to consider the inclusion of dual water lines for residential projects (one for clear water and the other for the recirculation of gray-water), and to reduce golf course irrigation requirements (if applicable) to prevent further groundwater drawdown relative to existing agricultural operations. (SAP)
14. Hollister shall add the planned stand-alone 2-MG reservoir as demand dictates. (SAP)
15. Hollister, in cooperation with the Sunnyslope County Water District, shall phase the construction of additional water storage reservoirs to match increases in local water demand. (SAP)
16. Hollister, in cooperation with the Sunnyslope County Water District, shall add new wells in accordance with current capital improvement plans to assure adequate safe pumping supply to meet peak day demand for water. (SAP)

VII. PUBLIC SERVICES AND FACILITIES

17. Hollister, in cooperation with the Sunnyslope County Water District, shall continue their program to obtain access to water from the San Felipe Project. These plans include consideration of a water treatment plant, which would be supplied by water from the San Benito County Water District. (SAP)
18. Hollister shall support the investigation of the use of the San Justo Reservoir as a supply reservoir for the proposed water treatment plant, and if feasible, shall use the facility to offset 3.25 MG of the future storage requirements. (SAP)
19. Hollister shall encourage the San Benito County Water District to arrange for the purchase of additional water supplies from the U.S. Bureau of Reclamation for non-agricultural use. (SAP)
20. Hollister shall encourage the San Benito County Water District to continue to percolate at least 10 percent of its San Felipe Project water into the underlying aquifers. (SAP)
21. Hollister shall encourage the San Benito County Water District to continue to monitor groundwater levels and the quantities of water recharged to and extracted from the underlying sub-basins, and to make available water resources data available to local government agencies such as the City of Hollister to allow for responsible decisions regarding water supply development and land use planning. (SAP)
22. Hollister shall require developers who will require water service for their projects to apply to the City of Hollister, the Sunnyslope County Water District and the San Benito County Water District, in that order, for service. Only if the proposed development is denied service by all three agencies can it then be allowed to used groundwater as a source of water. (SAP)
23. Hollister shall ensure that the cost of providing water service to new development proposed outside existing service areas should be borne solely by those proposing the development, thus eliminating any financial burden to existing customers for any required expansion of the water system network to serve such development. (SAP)

Drainage

24. Hollister shall ensure that development provides the drainage improvements necessary to accommodate peak flows. (VII.E)
25. Hollister shall require project developers to provide adequate storm drains for stormwater runoff. (SAP)
26. Hollister shall require project developers to implement suitable erosion control measures to minimize soil movement into and immediately adjacent to the San Benito River and storm diversion channels during road building and sewer pipe installation. Such measures may include sedimentation control structures, bank seeding, or other similar measures. Riparian vegetation should not be disturbed. The use of culverts around swales and creeks should be minimized, and vegetative, non-structural approaches should instead be used to control erosion. (SAP)

VII. PUBLIC SERVICES AND FACILITIES

27. Hollister shall continue to require developers to provide adequate erosion/sediment control facilities as part of their project drainage systems, which may include catchments or sediment traps, mulching and landscaping for slowing down and/or holding water and contour trenches or grass-lined swales to maximize water retention. (SAP)
28. Hollister shall require developers to assist and contribute to maximizing recharge potential by participating in the provision of a regional system of detention basins. (SAP)

Solid Waste Disposal

29. Hollister shall develop programs that provide for the reduction of waste generated in the City and the Planning Area. (VII.F, G)
30. Hollister shall encourage residential, commercial and industrial concerns to evaluate and reduce their wastestreams and to participate in waste exchanges and used goods resale programs. (VII.G, H)

Utilities

31. Hollister shall cooperate with the Pacific Gas and Electric Company, Pacific Bell and Falcon Cable TV in the provision of utilities to meet the needs of new development in the Hollister Planning Area. (VII.I)

Parks and Recreation

32. Hollister shall provide for high-quality neighborhood and community parks to meet the recreational, open space, leisure and play needs and desire of existing and future residents. (SAP)
33. Hollister shall ensure an equitable distribution of parks and recreational facilities throughout the City. (VII.J)
34. Hollister shall improve and rehabilitate existing parks and design all new parks to meet the quality standards established in the Parks and Recreation Master Plan. (VII.N)
35. Hollister shall provide high-quality facilities to meet the recreational and cultural needs and desires of existing and future residents of all groups, ethnicities and income levels. (VII.N)
36. Hollister shall provide a network of interconnected trails and bikeways linking parks, schools, commercial areas, work areas and scenic open space areas. (VII.M, N)
37. Hollister shall provide for an interconnected trail/bikeway as a minimum from Best Road/John Smith Road to the Hollister Airport North. (VII.N)
38. Hollister shall provide that all mining and residential development along the San Benito River from Mitchell Road to Southside and Hospital Road make and/or provide provisions for a contiguous trail/bikeway with access points consisting of small parking areas with picnic/recreation accessories. (VII.N)

VII. PUBLIC SERVICES AND FACILITIES

39. Hollister shall ensure that sufficient leadership, funding and staffing for operations and maintenance are available so that all parks, facilities and other public amenities are well-maintained. (VII.N)

Fire Protection

40. Hollister shall ensure that development within the Hollister Planning Area does not exceed the capability of the Hollister Fire Department and the San Benito County Fire Department to provide an adequate level of fire protection, as specified in the Performance Standards Ordinance and the Fire Protection Master Plan. (VII.O)
41. Hollister shall strive to meet the goals and objectives of the Fire Protection Master Plan, as adopted and amended by the City Council. Included shall be consideration of a fire protection expansion plan to fund and operate additional fire stations in the City, including the Airport area and the southeastern section of the Hollister Planning Area. (SAP)
42. Hollister shall ensure that all new development will be adequately designed to minimize risks to life and property through the implementation of the Fire Protection Master Plan. New development will be protected from fire hazards through the provision of peakload water supply systems capable of providing the flow required for fire suppression, through the design of roads with adequate widths and turning radii, and through adequate separation between buildings, prior to project approval. (VII.P)
43. Hollister shall utilize available revenue sources, such as Mello-Roos Community Facilities Districts, County Service Areas, etc., to supplement local tax revenues to fund required expansion of fire services to serve new development in the City. (SAP)
44. Hollister, in coordination with the County of San Benito and/or the California Department of Forestry, shall investigate fire service consolidation as a means of expanding and improving service in the Hollister Planning Area. (SAP)

Emergency Preparedness

45. Hollister shall cooperate with the County of San Benito and with other government agencies in all matters related to safety, hazardous waste management and emergency planning. (VII.U)
46. Hollister shall, in cooperation with the County of San Benito, support public education programs for the public and City staff in emergency preparedness and disaster response. (SAP)
47. Hollister shall, in cooperation with the County of San Benito, designate emergency evacuation routes. (VII.R)
48. Hollister shall participate with the County of San Benito in disaster preparedness planning and exercises. (SAP)

VII. PUBLIC SERVICES AND FACILITIES

Crime Prevention

49. Hollister shall ensure that law enforcement and crime prevention concerns are considered in the review of all development proposals received by the City. (VII.W)
50. Hollister shall ensure that development within the Hollister Planning Area does not exceed the capability of the Hollister Police Department and the San Benito County Sheriff's Department to provide an adequate level of police protection, as specified in the Performance Standards Ordinance. (VII.V)
51. Hollister shall utilize available revenue sources, such as Mello-Roos Community Facilities Districts, County Service Areas, etc., to supplement local tax revenues to fund required expansion of police services to serve new development in the City. (SAP)

Public Schools

52. Hollister shall ensure that proposed development within the Hollister Planning Area does not exceed the capabilities or capacities of the local school districts to provide adequate educational facilities for all school-age residents, to the extent authorized by law. (II.F)
53. Hollister shall require an assessment of the impact of proposed residential development projects upon local educational facilities. (SAP)
54. Hollister shall encourage joint planning with local school districts in determining the location of educational facilities. (SAP)
55. Hollister shall support the provision of quality public schools to serve the residents of the City by fostering communication among the City, the school districts and developers regarding the school facilities needed to serve new residential development. (SAP)

Library Services

56. Hollister shall, in coordination with the County of San Benito, investigate and implement, where economically feasible, funding mechanisms to develop and expand library services in the Hollister Planning Area. (VII.Z)
57. Hollister shall, in coordination with the County of San Benito, enter into discussions with the area school districts to utilize school library services for the community. (VII.Z)

F. GENERAL PLAN MAP

The following land use designations are used on the General Plan Map to identify areas related to public services and facilities:

- Public/Institutional (PI) - This designation includes institutional, academic and community service uses, including the library, hospitals, police/fire stations, churches, cemeteries, wastewater treatment plants, public and private schools, civic centers and other government uses.

VII. PUBLIC SERVICES AND FACILITIES

Approximately 682 acres within the Hollister Planning Area have been designated Public/Institutional (PI) on the General Plan Map.

- Open Space/Parks (O/P) - This designation includes lands utilized for public and private outdoor recreation purposes, including limited cultural uses such as amphitheaters, public art and museums associated with a public park.

Specific locations for other new school and park facilities which may be required to serve a growing population in those portions of the Hollister Planning Area designated for future residential development are not reflected on the General Plan Map, since the actual locations will be best determined as development patterns emerge in the future.

G. IMPLEMENTATION

General

- A. Cooperate and coordinate with the County of San Benito in all questions relating to land use planning and the provision of infrastructure and service within the Hollister Planning Area.
- B. Establish a formal review procedure for proposed County development within the Hollister Planning Area.

Sanitary Sewerage Facilities

- C. Establish the extent and capacity of the existing wastewater collection, treatment and disposal system, and update this information on an annual basis. This information is to be used by the Planning Commission and the City Council to evaluate the impacts on sanitary sewerage facilities which would result from proposed development.

Water Facilities

- D. Establish the extent and capacity of the existing water supply systems, and update this information on an annual basis. This information is to be used by the Planning Commission and the City Council to evaluate the impacts on the water supply and systems which would result from proposed development.

Drainage

- E. Review all proposed development projects to ensure that adequate provisions have been included to accommodate peak flows and that projects will not significantly impact downstream lands.

Solid Waste Disposal

- F. Consider the adoption of a formal recycled product procurement program and work with local industry and commercial enterprises to encourage the purchase and use of recycled materials where possible.

VII. PUBLIC SERVICES AND FACILITIES

- G. Establish a consumer awareness program as part of the City's current waste management program.
- H. Monitor and evaluate the continued implementation of the City's adopted Solid Waste Management Plan.

Utilities

- I. Coordinate land use planning activities with the Pacific Gas and Electric Company, Pacific Bell and Falcon Cable TV to ensure that utility systems are available for new development and are installed to meet the needs of new residents.

Parks and Recreation

- J. Coordinate efforts with the County of San Benito to provide an average of four acres of developed parks and recreational facilities for every 1,000 residents within the Hollister Planning Area.
- K. Require all proposed residential development projects of greater than 50 dwelling units to provide dedicated parkland.
- L. Require all proposed residential development projects of 50 dwelling units or less to provide a fee in lieu of parkland dedication.
- M. Develop a detailed City-wide design plan for pedestrian and bicycle paths within the Hollister Planning Area, in cooperation with CALTRANS and the County of San Benito.
- N. Require parks and recreational facilities to be developed in a manner consistent with the Parks and Recreation Master Plan.

Fire Protection

- O. Require all applicants proposing development projects within the Hollister Planning Area to meet performance standards related to fire protection to be established in the Performance Standards Ordinance.
- P. Require the appropriate fire protection agency to review all development proposals within the Hollister Planning Area to verify that the peakload water supply system will provide an adequate flow of water for fire suppression, and to ensure that there are adequate road widths and turning radii, and adequate separation distances between buildings to meet the fire protection standards established in the Fire Protection Master Plan.
- Q. To the extent authorized by law, require the continued use of alternative supplemental funding mechanisms, such as Mello-Roos Community Facilities Districts, to fund future expansion of fire services for new development.

VII. PUBLIC SERVICES AND FACILITIES

Emergency Preparedness

- R. Designate emergency evacuation routes in conjunction with the County of San Benito, and make them known to the public.
- S. Update the Hollister General Plan as additional information becomes available on seismic safety, particularly on information related to liquefaction impacts.
- T. Provide the public, industry, agriculture and local government with the available information needed to enable them to take rational and cost-effective actions to minimize, recycle, treat, dispose of or otherwise manage hazardous wastes within the Hollister Planning Area.
- U. Establish, in coordination with the County of San Benito and other government agencies, designated travel routes through Hollister for vehicles transporting hazardous materials, in accordance with state and federal regulations.

Crime Prevention

- V. Require all applicants proposing development projects within the Hollister Planning Area to meet performance standards related to police protection to be established in the Performance Standards Ordinance.
- W. Require the appropriate law enforcement agency to review all development proposals within the Hollister Planning Area to ensure that crime prevention concerns are considered.
- X. To the extent authorized by law, require the continued use of alternative supplemental funding mechanisms, such as Mello-Roos Community Facilities Districts, to fund future expansion of police services for new development.

Public Schools

- Y. All new development shall mitigate the impact of such development on existing school facilities to the maximum extent permitted under state law.

Library Services

- Z. Cooperate with the County of San Benito in all efforts to maintain or enhance local library services.

VII. PUBLIC SERVICES AND FACILITIES

(This page has been intentionally left blank.)

GLOSSARY

From the California General Plan Glossary,
Published by The California Planning Roundtable,
Naphtali H. Knox, AICP, and Charles E. Knox, Editors
First Published 1990, Revised 1991

Acceptable Risk

A hazard that is deemed to be a tolerable exposure to danger given the expected benefits to be obtained. Different levels of acceptable risk may be assigned according to the potential danger and the criticalness of the threatened structure. The levels may range from "near zero" for nuclear plants and natural gas transmission lines to "moderate" for open space, ranches and low-intensity warehouse uses.

Acres, Gross

The entire acreage of a site. Most communities calculate gross acreage to the centerline of proposed bounding streets and to the edge of the right-of-way, public open space or dedicated streets.

Acres, Net

The portion of a site that can actually be built upon. The following generally are not included in the net acreage of a site: public or private road rights-of-way, public open space, and flood ways.

Affordable Housing

Housing capable of being purchased or rented by a household with very low, low, or moderate income, based on a household's ability to make monthly payments necessary to obtain housing. Housing is considered affordable when a household pays less than 30 percent of its gross monthly income (GMI) for housing, including utilities.

Affordability Requirements

Provisions established by a public agency to require that a specific percentage of housing units in a project or development remain affordable to very low- and low-income households for a specified period.

Agricultural Preserve

Land designated for agriculture or conservation.

Agriculture

Use of land for the production of food and fiber, including the growing of crops and/or the grazing of animals on natural prime or improved pasture land.

GLOSSARY

Agriculture-related Business

Feed mills, dairy supplies, poultry processing, creameries, auction yards, veterinarians and other businesses supporting local agriculture.

Air Pollution

Concentrations of substances found in the atmosphere that exceed naturally occurring quantities and are undesirable or harmful in some way.

Airport-related Use

A use that supports airport operations including, but not limited to, aircraft repair and maintenance, flight instruction, and aircraft chartering.

Alquist-Priolo Earthquake Fault Zoning Act, Fault-Rupture Hazard Zone

A seismic hazard zone designated by the State of California within which specialized geologic investigations must be prepared prior to the approval of certain new development.

Ambient

Surrounding on all sides; used to describe measurements of existing conditions with respect to traffic, noise, air and other environments.

Annex

To incorporate a land area into an existing district or municipality, with a resulting change in the boundaries of the annexing jurisdiction.

Apartment

(1) One or more rooms of a building used as a place to live, in a building containing at least one other unit used for the same purpose. (2) A separate suite, not owner-occupied, that includes kitchen facilities and is designed for and rented as the home, residence, or sleeping place of one or more persons living as a single housekeeping unit.

Approach Zone

The air space at each end of a landing strip that defines the glide path of approach path of an aircraft and which should be free from obstruction.

Appropriate

An act, condition, or state that is considered suitable.

Aquifer

An underground, water-bearing layer of earth, porous rock, sand, or gravel, through which water can seep or be held in natural storage. Aquifers generally hold sufficient water to be used as a water supply.

Archaeological

Relating to the material remains of past human life, culture, or activities.

Area of Regional Significance

An area which has been designated by the Mining and Geology Board pursuant to Section 2790 which is known to contain a deposit of minerals that are of prime importance to meeting future area mineral needs and which, if developed in a non-compatible use, would result in the permanent loss of regionally significant minerals.

Arterial

Medium speed (30-40 mph), medium-capacity (10,000-35,000 average daily trips) roadway that provides intra-community travel and access to the county-wide highway system. Access to community arterials should be provided at collector roads and local streets, but direct access from parcels to existing arterials is common.

Assisted Housing

Generally multi-family rental housing, but sometimes single-family ownership units, whose construction, financing, sales prices, or rents have been subsidized by federal, state, or local housing programs including, but not limited to Federal Section 8 (new construction, substantial rehabilitation, and loan management set-asides), Federal Sections 213, 236, and 202, Federal Section 221 (d)(3) (below-market interest rate program), Federal Section 101 (rent supplement assistance), CDBG, FmHA Section 515, multi-family mortgage revenue bond programs, local redevelopment and *in lieu* fee programs, and units developed pursuant to local inclusionary housing and density bonus programs.

Bicycle Lane (Class II facility)

A corridor expressly reserved for bicycles, existing on a street or roadway in addition to any lanes for use by motorized vehicles.

Bicycle Path (Class I facility)

A paved route not on a street or roadway and expressly reserved for bicycles traversing an otherwise unpaved area. Bicycle paths may parallel roads but typically are separated from them by landscaping.

GLOSSARY

Bicycle Route (Class III facility)

A facility shared with motorists and identified only by signs, a bicycle route has no pavement markings or lane stripes.

Bikeways

A term that encompasses bicycle lanes, bicycle paths, and bicycle routes.

Building

Any structure used or intended for supporting or sheltering and use or occupancy.

CALTRANS

California Department of Transportation

Capital Improvements Program (CIP)

A program, administered by a city or county government and reviewed by its planning commission, which schedules permanent improvements, usually for a minimum of five years in the future, to fit the projected fiscal capability of the local jurisdiction. The program generally is reviewed annually, for conformance to and consistency with the general plan.

Census

The official decennial enumeration of the population conducted by the federal government.

Character

Special physical characteristics of a structure or area that set it apart from its surroundings and contribute to its individuality.

Circulation Element

One of the seven State-mandated elements of a local general plan, it contains adopted goals, policies, and implementation programs for the planning and management of existing and proposed thoroughfares, transportation routes, and terminals, as well as local public utilities and facilities, all correlated with the land use element of the general plan.

City

City with a capital "C" generally refers to the government or administration of a city. City with a lower case "c" may mean any city, or may refer to the geographical area of a city (e.g., the city's bikeway system).

Clear Zone

That section of an approach zone of an airport where the plane defining the glide path is 50 feet or less above the center-line of the runway. The clear zone ends where the height of the glide path above ground level is above 50 feet. Land use under the clear zone is restricted.

Clustered Development

Development in which a number of dwelling units are placed in closer proximity than usual, or are attached, with the purpose of retaining an open space area.

Collector

Relatively-low-speed (25-30 mph), relatively-low-volume (5,000-20,000 average daily trips) street that provides circulation within and between neighborhoods. Collectors usually serve short trips and are intended for collecting trips from local streets and distributing them to the arterial network.

Commercial

A land use classification that permits facilities for the buying and selling of commodities and services.

Community Facilities District

Under the Mello-Roos Community Facilities Act of 1982 (Government Code Section 53311 *et seq*), a legislative body may create within its jurisdiction a special district that can issue tax-exempt bonds for the planning, design, acquisition, construction, and/or operation of public facilities, as well as provide public services to district residents. Special tax assessments levied by the district are used to repay the bonds.

Conservation

The management of natural resources to prevent waste, destruction, or neglect. The state mandates that a Conservation Element be included in the general plan.

Conservation Element

One of the seven State-mandated elements of a local general plan, it contains adopted goals, policies, and implementation programs for the conservation, development, and use of natural resources including water and its hydraulic force, forests, soils, rivers and other waters, harbors, fisheries, wildlife, mineral, and other natural resources.

Consistent

Free from variation or contradiction. Programs in the General Plan are to be consistent, not contradictory or preferential. State law requires consistency between a general plan and implementation measures such as the zoning ordinance.

GLOSSARY

County

County with a capital "C" generally refers to the government or administration of a county. County with a lower case "c" may mean any county, or may refer to the geographical area of a county (e.g., the county's road system).

Criterion

A standard upon which a judgment or decision may be based

Critical Facility

Facilities housing or serving many people, that are necessary in the event of an earthquake or flood, such as hospitals, fire, police, and emergency service facilities, utility "lifeline" facilities, such as water, electricity, and gas supply, sewage disposal, and communications and transportation facilities.

Dedication

The turning over by an owner or developer of private land for public use, and the acceptance of land for such use by the governmental agency having jurisdiction over the public function for which it will be used. Dedications for roads, parks, school sites, or other public uses often are made conditions for approval of a development by a city or county.

Density, Residential

The number of permanent residential dwelling units per acre of land. Densities specified in the General Plan may be expressed in units per gross acre or per net developable acre.

Density Bonus

The allocation of development rights that allow a parcel to accommodate additional square footage or additional residential units beyond the maximum for which the parcel is zoned, usually in exchange for the provision or preservation of an amenity at the same site or at another location. Under California law, a housing development that provides 20 percent of its units for lower income households, or ten percent of its units for very low-income households, or 50 percent of its units for seniors, is entitled to a density bonus.

Developer

An individual who or business that prepares raw land for the construction of buildings or causes to be built physical building space for use primarily by others, and in which the preparation of land or the creation of the building space is in itself a business and is not incidental to another business or activity.

Development

The physical extension and/or construction of urban land uses. Development activities include: subdivision of land; construction or alteration of structures, roads, utilities, and other facilities; installation of septic systems; grading; deposit of refuse, debris, or fill materials; and clearing of natural vegetative cover (with the exception of agricultural activities). Routine repair and maintenance activities are exempted.

Development Rights

The right to develop land by a land owner who maintains fee-simple ownership over the land or by a party other than the owner who has obtained the rights to develop. Such rights usually are expressed in terms of density allowed under existing zoning. For example, one development right may equal one unit of housing or may equal a specific number of square feet of gross floor area in one or more specified zone districts.

Development Rights, Transfer of (TDR)

Also known as "Transfer of Development Credits", a program that can relocate potential development from areas where proposed land use or environmental impacts are considered undesirable (the "donor" site) to another ("receiver") site chosen on the basis of its ability to accommodate additional units of development beyond that for which it was zoned, with minimal environmental, social, and aesthetic impacts.

Discourage

To advise or persuade to refrain from.

District

(1) An area of a city or county that has a unique character identifiable as different from surrounding areas because of distinctive architecture, streets, geographic features, culture, landmarks, activities, or land uses. (2) A portion of the territory of a city or county within which uniform zoning regulations and requirements apply; a zone.

Diversity

Differences among otherwise similar elements that give them unique forms and qualities. E.g., housing diversity can be achieved by differences in unit size, tenure, or cost.

Duplex

A detached building under single ownership that is designed for occupation as the residence of two families living independently of each other.

GLOSSARY

Dwelling Unit

A room or group of rooms (including sleeping, eating, cooking, and sanitation facilities, but not more than one kitchen), that constitutes an independent housekeeping unit, occupied or intended for occupancy by one household on a long-term basis.

Eminent Domain

The right of a public entity to acquire private property for public use by condemnation, and the payment of just compensation.

Encourage

To stimulate or foster a particular condition through direct or indirect action by the private sector or government agencies.

Endangered Species

A species of animal or plant is considered endangered when its prospects for survival and reproduction are in immediate jeopardy from one or more causes.

Enhance

To improve existing conditions by increasing the quantity or quality of beneficial uses or features.

Erosion

(1) The loosening and transportation of rock and soil debris by wind, rain, or running water. (2) The gradual wearing away of the upper layers of the earth.

Exaction

A contribution or payment required as an authorized precondition for receiving a development permit; usually refers to mandatory dedication (or fee in lieu of dedication) requirements found in many subdivision regulations.

Farmland

Refers to eight classifications of land mapped by the U.S. Department of Agriculture Soil Conservation Service. The five agricultural classifications defined below - except Grazing Land - do not include publicly owned lands for which there is an adopted policy preventing agricultural use.

Prime Farmland

Land which has the best combination of physical and chemical characteristics for the production of crops. It has the soil quality, growing season, and moisture

supply needed to produce sustained high yields of crops when treated and managed, including water management, according to current farming methods. Prime Farmland must have been used for the production of irrigated crops within the last three years.

Farmland of Statewide Importance

Land other than Prime Farmland which has a good combination of physical and chemical characteristics for the production of crops. It must have been used for the production of irrigated crops within the last three years.

Unique Farmland

Land which does not meet the criteria for Prime Farmland or Farmland of Statewide Importance, that is currently used for the production of specific high economic value crops. It has the special combination of soil quality, location, growing season, and moisture supply needed to produce sustained high quality or high yields of a specific crop when treated and managed according to current farming methods. Examples of such crops may include oranges, olives, avocados, rice, grapes, and cut flowers.

Farmland of Local Importance

Land other than Prime Farmland, Farmland of Statewide Importance, or Unique Farmland that is either currently producing crops, or that has the capability of production. This land may be important to the local economy due to its productivity.

Grazing Land

Land on which the existing vegetation, whether grown naturally or through management, is suitable for the grazing or browsing of livestock. This classification does not include land previously designated as Prime Farmland, Farmland of Statewide Importance, Unique Farmland, or Farmland of Local Importance, and heavily brushed, timbered, excessively steep, or rocky lands which restrict the access and movement of livestock.

Fault

A fracture in the earth's crust forming a boundary between rock masses that have shifted.

Fire Hazard Zone

An area where, due to slope, fuel, weather, or other fire-related conditions, the potential loss of life and property from a fire necessitates special fire protection measures and planning before development occurs.

GLOSSARY

Flood, 100-Year

The magnitude of a flood expected to occur on the average every 100 years, based on historical data. The 100-year flood has a 1/100, or one percent, chance of occurring in any given year.

Flood Plain

The relatively level land area on either side of the banks of a stream regularly subject to flooding. That part of the flood plain subject to a one percent chance of flooding in any given year is designated as an "area of special flood hazard" by the Federal Insurance Administration.

Floor Area Ratio

The gross floor area permitted on a site divided by the total net area of the site, expressed in decimals to one or two places. For example, on a site with 10,000 net square feet of land area, a Floor Area Ratio of 1.0 will allow a maximum of 10,000 gross square feet of building floor area to be built. On the same site, and FAR of 1.5 would allow 15,000 square feet of floor area; and FAR of 2.0 would allow 20,000 square feet; and an FAR of 0.5 would allow only 5,000 square feet. Also commonly used in zoning, FARs typically are applied on a parcel-by-parcel basis as opposed to an average FAR for an entire land use or zoning district.

Gateway

A point along a roadway entering a city or county at which a motorist gains a sense of having left the environs and of having entered the city or county.

General Plan

A compendium of city or county policies regarding long-term development, in the form of maps and accompanying text. The General Plan is a legal document required of each local agency by the State of California Government Code Section 65301 and adopted by the City Council or Board of Supervisors. In California, the General Plan has seven mandatory elements (Circulation, Conservation, Housing, Land Use, Noise, Open Space, Safety and Seismic Safety) and may include any number of optional elements (such as Air Quality, Economic Development, Hazardous Waste, and Parks and Recreation). The General Plan may also be called a "City Plan", "Comprehensive Plan", or "Master Plan".

Goal

A general, overall, and ultimate purpose, aim, or end toward which the City or County will direct effort.

Groundwater

Water under the earth's surface, often confined to aquifers capable of supplying wells and springs.

Groundwater Recharge

The natural process of infiltration and percolation of rainwater from land area or streams through permeable soils into water-holding rocks that provide underground storage ("aquifers").

Growth Management

The use by a community of a wide range of techniques in combination to determine the amount, type, and rate of development desired by the community and to channel that growth into designated areas. Growth management policies can be implemented through growth rates, zoning, capital improvement programs, public facilities ordinances, urban limit lines, standards for levels of service, and other programs.

Habitat

The physical location or type of environment in which an organism or biological population lives or occurs.

Handicapped

A person determined to have a physical impairment or mental disorder expected to be of long or indefinite duration. Many such impairments or disorders are of such a nature that a person's ability to live independently can be improved by appropriate living conditions.

Hazardous Material

Any substance that, because of its quality, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. The term includes, but is not limited to, hazardous substances and hazardous wastes.

Highway

High-speed, high-capacity, limited access transportation facility serving regional and county-wide travel. Highways may cross at a different grade level.

Historic, Historical

An historic building or site is one that is noteworthy for its significance in local, state, or national history or culture, its architecture or design, or its works of art, memorabilia, or artifacts.

Household

All those persons - related and unrelated - who occupy a single housing unit.

GLOSSARY

Housing Element

One of the seven State-mandated elements of a local general plan, it assesses the existing and projected housing needs of all economic segments of the community, identifies potential sites adequate to provide the amount and kind of housing needed, and contains adopted goals, policies, and implementation programs for the preservation, improvement, and development of housing. Under State law, Housing Elements must be updated every five years.

Housing Unit

The place of permanent or customary abode of a person or family. A housing unit may be a single-family dwelling, a multi-family dwelling, a condominium, a modular home, a mobile home, a cooperative, or any other residential unit considered real property under State law. A housing unit has, at least, cooking facilities, a bathroom, and a place to sleep. It also is a dwelling that cannot be moved without substantial damage or unreasonable cost.

Identity

A consistent quality that makes a city, place, area, or building unique and gives it a distinguishing character.

Impact

The effect of any direct man-made actions or indirect repercussions of man-made actions on existing physical, social, or economic conditions.

Impact Fee

A fee, also called a development fee, levied on the developer of a project by a city, county, or other public agency as compensation for otherwise-unmitigated impacts the project will produce. California Government Code Section 66000, *et seq.*, specifies that development fees shall not exceed the estimated reasonable cost of providing the service for which the fee is charged. To lawfully impose a development fee, the public agency must verify its method of calculation and document proper restrictions on use of the fund.

Implementation

Actions, procedures, programs, or techniques that carry out policies.

Industrial

The manufacture, production, and processing of consumer goods. Industrial is often divided into "heavy industrial" uses, such as construction yards, quarrying, and factories; and "light industrial" uses, such as research and development and less intensive warehousing and manufacturing.

Industrial Park; Office Park

A planned assemblage of buildings designed for "Workplace Use".

Infill Development

Development of vacant land (usually individual lots or left-over properties) within areas that are already largely developed.

Infrastructure

Public services and facilities, such as sewage-disposal systems, water-supply systems, other utility systems, and roads.

Institutional Use

(1) Publicly or privately owned and operated activities such as hospitals, museums, and schools; (2) churches and other religious organizations; and (3) other non-profit activities of a welfare, educational, or philanthropic nature that can not be considered a residential, commercial, or industrial activity.

Issues

Important unsettled community matters or problems that are identified in a community's general plan and dealt with by the plan's goals, objectives, policies, plan proposals, and implementation programs.

Jobs/Housing Balance; Jobs/Housing Ratio

The availability of affordable housing for employees. The jobs/housing ratio divides the number of jobs in an area by the number of employed residents. A ratio of 1.0 indicates a balance. A ratio greater than 1.0 indicates a net in-commute; less than 1.0 indicates a net out-commute.

Landmark

(1) A building, site, object, structure, or significant tree, having historical, architectural, social, or cultural significance and marked for preservation by local, state, or federal government. (2) A visually prominent or outstanding structure or natural feature that functions as a point of orientation or identification.

Landslide

A general term for a falling mass of soil and rocks.

Land Use

The occupation or utilization of land or water area for any human activity or any purpose defined in the General Plan.

GLOSSARY

Land Use Element

A required element of the General Plan that uses text and maps to designate the future use or reuse of land within a given jurisdiction's planning area. The land use element serves as a guide to the structuring of zoning and subdivision controls, urban renewal and capital improvement programs, and to official decisions regarding the distribution and intensity of development and the location of public facilities and open space.

Level of Service

(1) A scale that measures the amount of traffic a roadway may be capable of handling on a roadway or at the intersection of roadways. Levels range from A to F, with A representing the highest level of service. (2) Some communities in California are developing standards for levels of service relating to municipal functions such as police, fire, and library service. These standards are incorporated in the General Plan or in separate "Level of Service Plans".

Liquefaction

The transformation of loose water-saturated granular materials (such as sand or silt) from a solid to a liquid state. A type of ground failure that can occur during an earthquake.

Local Agency Formation Commission (LAFCO)

A five- or seven-member commission within each county that reviews and evaluates all proposals for formation of special districts, incorporation of cities, annexation to special districts or cities, consolidation of districts, and merger of districts with cities. Each county's LAFCO is empowered to approve, disapprove, or conditionally approve such proposals. The LAFCO members generally include two county supervisors, two city council members, and one member representing the general public. Some LAFCOs include two representatives of special districts.

Low-income Household

A household with an annual income usually no greater than 80 percent of the area median family income adjusted by household size, as determined by a survey of incomes conducted by a city or a county, or in the absence of such a survey, based on the latest available eligibility limits established by the U.S. Department of Housing and Urban Development (HUD) for the Section 8 housing program.

Low-income Housing Tax Credits

Tax reductions provided by the federal and State governments for investors in housing for low-income households.

Mandatory Element

A component of the General Plan mandated by State law. California State law requires that a General Plan include elements dealing with seven subjects - circulation, conservation, housing, land use, noise, open space, and safety - and specifies to various degrees the information to be incorporated in each element.

Manufactured Housing

Residential structures that are constructed entirely in the factory, and which since June 15, 1976, have been regulated by the federal Manufactured Home Construction and Safety Standards Act of 1974 under the administration of the U.S. Department of Housing and Urban Development.

Mello-Roos Bonds

Locally issued bonds that are repaid by a special tax imposed on property owners within a "community facilities" district established by a governmental entity. The bond proceeds can be used for public improvements and for a limited number of services. Named after the program's legislative authors.

Mineral Resource

Land on which known deposits of commercially viable mineral or aggregate exist. This designation is applied to sites determined by the State Division of Mines and Geology as being a resource of regional significance, and is intended to help maintain the quarrying operations and protect them from encroachment of incompatible land uses.

Mitigate

To ameliorate, alleviate, or avoid to the extent reasonably feasible.

Mixed-use

Properties on which various uses, such as office, commercial, institutional, and residential, are combined in a single building or on a single site in an integrated development project with significant functional interrelationships and a coherent physical design. A "single site" may include contiguous properties.

Mobile Home

A structure, transportable in one or more sections, built on a permanent chassis and designed for use as a single-family dwelling unit and which (1) has a minimum of 400 square feet of living space; (2) has a minimum width in excess of 102 inches; (3) is connected to all available permanent utilities; and (4) is tied down (a) to a permanent foundation on a lot either owned or leased by the homeowner or (b) is set on piers, with wheels removed and skirted, in a mobile home park.

GLOSSARY

Moderate-income Household

A household with an annual income between the lower income eligibility limits and 120 percent of the area median family income adjusted by household size, usually as established by the U.S. Department of Housing and Urban Development (HUD) for the Section 8 housing program.

Modular Unit

A factory-fabricated, transportable building or major component designed for use by itself or for incorporation with similar units on-site into a structure for residential, commercial, educational, or industrial use. Differs from mobile homes and manufactured housing by (in addition to lacking an integral chassis or permanent hitch to allow future movement) being subject to California Housing law design standards. California Standards are more restrictive than federal standards in some respects (e.g., plumbing and energy conservation). Also called **Factory-built Housing** and regulated by State law of that title.

Multiple Family Building

A detached building designed and used exclusively as a dwelling by three or more families occupying separate suites.

National Flood Insurance Program

A federal program that authorizes the sale of federally subsidized flood insurance in communities where such flood insurance is not available privately.

Neighborhood Park

City- or county-owned land intended to serve the recreation needs of people living or working within one-half mile radius of the park.

Noise

Any sound that is undesirable because it interferes with speech and hearing, or is intense enough to damage hearing, or is otherwise annoying. Noise, simply, is unwanted sound.

Noise Attenuation

Reduction of the level of a noise source using a substance, material, or surface, such as earth berms and/or solid concrete walls.

Noise Contour

A line connecting points of equal noise level as measured on the same scale. Noise levels greater than the 60 L_{dn} (measured in dBA) require noise attenuation in residential development.

Noise Element

One of the seven State-mandated elements of a local general plan, it assesses noise levels of highways and freeways, local arterials, railroads, airports, local industrial plants, and other ground stationary sources, and adopts goals, policies, and implementation programs to reduce the community's exposure to noise.

Office Use

The use of land by general business offices, medical and professional offices, administrative or headquarters offices for large wholesaling or manufacturing operations, and research and development.

Open Space Element

One of the seven State-mandated elements of a local general plan, it contains an inventory of privately and publicly owned open-space lands, and adopted goals, policies, and implementation programs for the preservation, protection, and management of open space lands.

Open Space Land

Any parcel or area of land or water that is essentially unimproved and devoted to an open space use for the purposes of (1) the preservation of natural resources, (2) the managed production of resources, (3) outdoor recreation, or (4) public health and safety.

Ordinance

A law or regulation set forth and adopted by a governmental authority, usually a city or county.

Overlay

A land use designation on the Land Use Map, or a zoning designation on a zoning map, that modifies the basic underlying designation in some specific manner.

Ozone

A tri-atomic form of oxygen (O₃) created naturally in the upper atmosphere by a photochemical reaction with solar ultraviolet radiation. In the lower atmosphere, ozone is a recognized air pollutant that is not emitted directly into the environment, but is formed by complex chemical reactions between oxides of nitrogen and reactive organic compounds in the presence of sunlight, and becomes a major agent in the formation of smog.

Parcel

A lot, or contiguous group of lots, in single ownership or under single control, usually considered a unit for purposes of development.

GLOSSARY

Parks

Open space lands whose primary purpose is recreation.

Peak Hour/Peak Period

For any given roadway, a daily period during which traffic volume is highest, usually occurring in the morning and evening commute periods. Where "F" Levels of Service are encountered, the "peak hour" may stretch into a "peak period" of several hours' duration.

Performance Standards

Zoning regulations that permit uses based on a particular set of standards of operation rather than on a particular type of use. Performance standards provide specific criteria limiting noise, air pollution, emissions, odors, vibration, dust, dirt, glare, heat, fire hazards, wastes, traffic impacts, and visual impact of a use.

Planning Area

The Planning Area is the land area addressed by the General Plan. For a city, the Planning Area boundary typically coincides with the Sphere of Influence and encompasses land both within the City Limits and potentially annexable land.

Planning Commission

A body, usually having five or seven members, created by a city or county in compliance with California law (Section 65100) which requires the assignment of the planning functions of the city or county to a planning department, planning commission, hearing officers, and/or the legislative body itself, as deemed appropriate by the legislative body.

Policy

A specific statement of principle or of guiding actions that implies a clear commitment but is not mandatory. A general direction that a government agency sets to follow, in order to meet its goals and objectives before undertaking an action program.

Pollution

The presence of matter or energy whose nature, location, or quantity produces undesired environmental effects.

Professional Offices

A use providing professional or consulting services in the fields of law, medicine, architecture, design, engineering, accounting, and similar professions, but not including financial institutions or real estate or insurance offices.

Pro Rata

Refers to the proportionate distribution of something to something else or to some group, such as the cost of infrastructure improvements associated with new development, apportioned to the users of the infrastructure on the basis of projected use.

Protect

To maintain and preserve beneficial uses in their present condition as nearly as possible.

Public and Quasi-public Facilities

Institutional, academic, governmental and community service uses, either publicly owned or operated by non-profit organizations.

Rare or Endangered Species

A species of animal or plant listed in: Sections 670.2 or 670.5, Title 14, California Administrative Code; or Title 50, Code of Federal Regulations, Section 17.11 or Section 17.2, pursuant to the Federal Endangered Species Act designating species as rare, threatened, or endangered.

Redevelop

To demolish existing buildings; or to increase the overall floor area existing on a property; or both; irrespective of whether a change occurs in land use.

Regional Housing Needs Plan

A quantification by a COG or by HCD of existing and projected housing need, by household income group, for all localities within a region.

Rehabilitation

The repair, preservation, and/or improvement of substandard housing.

Residential

Land designated in the City or County General Plan and zoning ordinance for buildings consisting only of dwelling units. May be improved, vacant, or unimproved.

Residential, Multiple Family

Usually three or more dwelling units on a single site, which may be in the same or separate buildings.

Residential, Single-Family

A single dwelling unit on a building site.

GLOSSARY

Retrofit

To add materials and/or devices to an existing building or system to improve its operation, safety, or efficiency. Buildings have been retrofitted to use solar energy and to strengthen their ability to withstand earthquakes, for example.

Right-of-way

A strip of land occupied or intended to be occupied by certain transportation and public use facilities, such as roadways, railroads, and utility lines.

Riparian Lands

Riparian lands are comprised of the vegetative and wildlife areas adjacent to perennial and intermittent streams. Riparian areas are delineated by the existence of plant species normally found near fresh water.

Risk

The danger or degree of hazard of potential loss.

Runoff

That portion of rain or snow that does not percolate into the ground and is discharged into streams instead.

Safety Element

One of the seven State-mandated elements of a local general plan, it contains adopted goals, policies, and implementation programs for the protection of the community from any unreasonable risks associated with seismic and geological hazards, flooding, and wildland and urban fires. Many safety elements also incorporate a review of police needs, objectives, facilities, and services.

Sanitary Landfill

The controlled placement of refuse within a limited area, followed by compaction and covering with a suitable thickness of earth and other containment material.

Sanitary Sewer

A system of subterranean conduits that carries refuse liquids or waste matter to a plant where the sewage is treated, as contrasted with storm drainage systems (that carry surface water) and septic tanks or leech fields (that hold refuse liquids and waste matter on-site).

Scenic Highway Corridor

The area outside a highway right-of-way that is generally visible to persons travelling on the highway.

Scenic Highway/Scenic Route

A highway, road, drive, or street that, in addition to its transportation function, provides opportunities for the enjoyment of natural and man-made scenic resources and access or direct views to areas or scenes of exceptional beauty or historic or cultural interest. The aesthetic values of scenic routes often are protected and enhanced by regulations governing the development of property or the placement of outdoor advertising. Until the mid-1980s, general plans in California were required to include a Scenic Highways element.

Second Unit

A self-contained living unit, either attached to or detached from, and in addition to, primary residential unit on a single lot. Sometimes called a "Granny Flat".

Section 8 Rental Assistance Program

A federal (HUD) rent-subsidy program that is one of the main sources of federal housing assistance for low-income households. The program operates by providing "housing assistance payments" to owners, developers, and public housing agencies to make up the difference between the "Fair Market Rent" of a unit (set by HUD) and the household's contribution toward the rent, which is calculated at 30 percent of the household's adjusted gross monthly income (GMI). "Section 8" includes programs for new construction, existing housing, and substantial or moderate housing rehabilitation.

Seismic

Caused by or subject to earthquakes or earth vibrations.

Seniors

Persons age 62 and older.

Settlement

1. The drop in elevation of a ground surface caused by settling or compacting. 2. The gradual downward movement of an engineered structure due to compaction. *Differential* settlement is uneven settlement, where one part of a structure settles more or at a differential rate than another part.

Shall

That which is obligatory or necessary.

Shopping Center

A group of commercial establishments, planned, developed, owned, or managed as a unit, with common off-street parking provided on the site.

GLOSSARY

Should

Signifies a directive to be honored if at all possible.

Single-family Dwelling, Attached

A dwelling unit occupied or intended for occupancy by only one household that is structurally connected with at least one other such dwelling unit.

Single-family Dwelling Unit, Detached

A dwelling unit occupied or intended for occupancy by only one household that is structurally independent from any other such dwelling unit or structure intended for residential or other use.

Site

A parcel of land used or intended for one use or a group of uses and having frontage on a public or an approved private street. A lot.

Slope

Land gradient described as the vertical rise divided by the horizontal run, and expressed in percent.

Soil

The unconsolidated material on the immediate surface of the earth created by natural forces that serves as natural medium for growing land plants.

Solid Waste

Any unwanted or discarded material that is not a liquid or gas. Includes organic wastes, paper products, metals, glass, plastics, cloth, brick, rock, soil, leather, rubber, yard wastes, and wood, but does not include sewage and hazardous materials. Organic wastes and paper products comprise about 75 percent of typical urban solid waste.

Specific Plan

Under Article 8 of the Government Code (Section 65450 *et seq*), a legal tool for detailed design and implementation of a defined portion of the area covered by a General Plan. A specific plan may include all detailed regulations, conditions, programs, and/or proposed legislation that may be necessary or convenient for the systematic implementation of any General Plan element(s).

Sphere of Influence

The probable ultimate physical boundaries and service area of a local agency (city or district) as determined by the Local Agency Formation Commission (LAFCo) of the County.

Standards

(1) A rule or measure establishing a level or quality or quantity that must be complied with or satisfied. The State Government Code (Section 65302) requires that general plans spell out objectives, principles, "standards" and proposals of the general plan. Examples of standards might include the number of acres of park land per 1,000 population that the community will attempt to acquire and improve, or the "traffic Level of Service" (LOS) that the plan hopes to attain. (2) Requirements in a zoning ordinance that govern building and development as distinguished from use restrictions - for example, site-design regulations such as lot area, height limit, frontage, landscaping, and floor area ratio.

Storm Runoff

Surplus surface water generated by rainfall that does not seep into the earth but flows overland to flowing or stagnant bodies of water.

Streets, Major

The transportation network that includes a hierarchy of freeways, arterials, and collectors to service through traffic.

Streets, Minor

Local streets are not shown on the Circulation Plan, Map, or Diagram, whose primary intended purpose is to provide access to fronting properties.

Streets, Through

Streets that extend continuously between other major streets in the community.

Structure

Anything constructed or erected that requires location on the ground (excluding swimming pools, fences, and walls used as fences).

Subdivision

The division of a tract of land into defined lots, either improved or unimproved, which can be separately conveyed by sale or lease, and which can be altered or developed. "Subdivision" includes a condominium project as defined in Section 1350 of the California Civil Code and a community apartment project as defined in Section 11004 of the Business and Professions Code.

GLOSSARY

Subsidize

To assist by payment of a sum of money or by the granting of terms or favors that reduce the need for monetary expenditures. Housing subsidies may take the forms of mortgage interest deductions or tax credits from federal and/or state income taxes, sale or lease at less than market value of land to be used for the construction of housing, payments to supplement a minimum affordable rent, and the like.

Substandard Housing

Residential dwelling that, because of their physical condition, do not provide safe and sanitary housing.

Topography

Configuration of a surface, including its relief and the position of natural and man-made features.

Traffic Model

A mathematical representation of traffic movement within an area or region based on observed relationships between the kind and intensity of development in specific areas. Many traffic models operate on the theory that trips are produced by persons living in residential areas and are attracted by various non-residential land uses.

Transit

The conveyance of persons or goods from one place to another by means of a local, public transportation system,

Transitional Housing

Shelter provided to the homeless for an extended period, often as long as 18 months, and generally integrated with other social services and counseling programs to assist in the transition to self-sufficiency through the acquisition of a stable income and permanent housing.

Trees, Street

Trees strategically planted - usually in parkway strips, medians, or along streets - to enhance the visual quality of a street.

Trip

A one-way journey that proceeds from an origin to a destination via a single mode of transportation; the smallest unit of movement considered in transportation studies. Each trip has one "production end" (or origin - often from home, but not always), and one "attraction end", (destination).

Trip Generation

The dynamics that account for people making trips in automobiles or by means of public transportation. Trip generation is the basis for estimating the level of use for a transportation system and the impact of additional development or transportation facilities on an existing, local transportation system. Trip generations of households are correlated with destinations that attract household members for specific purposes.

Truck Route

A path of circulation required for all vehicles exceeding set weight or axle limits, a truck route follows major arterials through commercial or industrial areas and avoids sensitive areas.

Undevelopable

Specific areas where topographic, geologic, and/or surficial soil conditions indicate a significant danger to future occupants and a liability to the City or County are designated as "undevelopable" by the City or County.

Uniform Building Code

A national, standard building code that sets forth minimum standards for construction.

Urban Design

The attempt to give form, in terms of both beauty and function, to selected urban areas or to whole cities. Urban design is concerned with the location, mass, and design of various urban components and combines elements of urban planning, architecture, and landscape architecture.

Urban Services

Utilities (such as water, gas, electricity, and sewer) and public services (such as police, fire, schools, parks, and recreation) provided to an urbanized or urbanizing area.

Use

The purpose for which a lot or structure is or may be leased, occupied, maintained, arranged, designed, intended, constructed, erected, moved, altered, and/or enlarged in accordance with the City or County zoning ordinance and General Plan land use designations.

Vacant

Lands or buildings that are not actively used for any purpose.

GLOSSARY

Very Low-income Household

A household with an annual income usually no greater than 50 percent of the area median family income adjusted by household size, as determined by a survey of incomes conducted by a city or county, or in the absence of such a survey, based on the latest available eligibility limits established by the U.S. Department of Housing and Urban Development (HUD) for the Section 8 housing program.

View Corridor

The line of sight - identified as to height, width, and distance - of an observer looking toward an object of significance to the community (e.g., ridgeline, river, historic buildings, etc.); the route that directs the viewers attention.

Viewshed

The area within view from a defined observation point.

Volume-to-Capacity Ratio

A measure of the operating capacity of a roadway or intersection, in terms of the number of vehicles passing through, divided by the number of vehicles that theoretically could pass through when the roadway or intersection is operating at its designed capacity. Abbreviated as "V/C". At a V/C ratio of 1.0, the roadway or intersection is operating at capacity. If the ratio is less than 1.0, the traffic facility has additional capacity. Although ratios slightly greater than 1.0 are possible, it is more likely that the peak hour will elongate into a "peak period".

Watershed

The total area above a given point on a watercourse that contributes water to its flow; the entire region drained by a waterway or watercourse that drains into a lake, or reservoir.

Wetlands

Transitional areas between terrestrial and aquatic systems where the water table is usually at or near the surface, or the land is covered by shallow water. Under a "unified" methodology now used by all federal agencies, wetlands are defined as "those areas meeting certain criteria for hydrology, vegetation, and soils".

Williamson Act

Known formally as the *California Land Conservation Act of 1965*, it was designed as an incentive to retain prime agricultural land and open space in agricultural use, thereby slowing its conversion to urban and suburban development. The program entails a ten-year contract between the City or County and an owner of land whereby the land is taxed on the basis of its agricultural use rather than its market value. The land becomes subject to certain enforceable restrictions, and certain conditions need to be met prior to approval of an agreement.

Zero Lot Line

A detached single family unit distinguished by the location of one exterior wall on a side property line.

Zone, Traffic

In a mathematical traffic model the area to be studied is divided into zones, with each zone treated as producing and attracting trips. The production of trips by a zone is based on the number of trips to or from work or shopping, or other trips produced per dwelling unit.

Zoning

The division of a city or county by legislative regulations into areas, or zones, that specify allowable uses for real property and size restrictions for buildings within these areas; a program that implements policies of the General Plan.

Zoning District

A designated section of a city or county for which prescribed land use requirements and building and development standards are uniform.

Zoning Map

Government Code Section 65851 permits a legislative body to divide a county, a city, or portions thereof, into zones of the number, shape, and area it deems best suited to carry out the purposes of the zoning ordinance. These zones are delineated on a map or maps, called the Zoning Map.

(This page has been intentionally left blank.)

INDEX

- A-weighted decibels 40
- acceptable risk 129
- acres, gross 129
- acres, net 129
- Administrative and Professional Offices 91
- affordability 129
- affordable housing 70, 72, 73, 76, 129
- agriculture 59
- agricultural land 23, 58
- agricultural preserve 129
- Agricultural Preserve (AP) 65
- agricultural production 33
- agriculture 4, 30, 52, 59, 61, 66, 86, 97, 129
- Agriculture (A) 65
- air pollution 130
- air quality 49, 53, 57, 62, 68
- Air Quality Management Plan 50, 53, 62, 68
- Airport 48, 56, 102, 108, 123
- Airport Land Use Commission 105
- Airport Land Use Plan 105
- airport operational area 102
- airport safety zones 97, 130, 133
- Airport Support Overlay 89
- airport-related use 130
- Alquist-Priolo Earthquake Fault Zoning Act 37, 66, 130
- Alquist-Priolo Earthquake Fault-Rupture Hazard Zone 8
- Alquist-Priolo Fault-Rupture Hazard Zone 60
- Alquist-Priolo Fault-Rupture Hazard Zones 39
- ambient noise 42, 44
- ambulance service 113
- aquifer 131
- aquifers 139
- archaeological significance 21
- archaeology 131
- architectural significance 23, 70, 71
- Area of Concern 13
- area of regional significance 131
- arterials 101, 104, 131
- artistic expression 12
- assisted housing 131
- balanced development 84
- Best Road 122
- Bicycle Master Plan 105
- bicycle routes 101
- bicyclists 101
- Bikeway Plan 112
- bikeways 112, 118, 122, 126, 132
- bioremediation 63
- Bolsa Road 95
- broken lines 8
- Buena Vista Road 52, 103
- building facade improvements 24, 31
- building facades 81
- business opportunity 12
- cable television service 110, 117
- Calaveras Fault 37
- California Air Resources Board 50
- California Conservation Corps 112
- California Department of Fish and Game 21, 50, 63, 68
- California Department of Forestry 40, 41, 113, 123
- California Division of Mines and Geology 37, 39
- California Noise Insulation Standards 43
- CALTRANS 61, 100, 101, 104, 105, 132
- capital improvements 29
- cemeteries 124
- Central Residential/Commercial Office Neighborhood 75, 91
- Central Valley Project 108
- Chappell Road 117
- churches 124
- Cielo Vista County Service Area 107
- Cienega Road 103, 117
- Circulation Element 3, 132
- City Council 11, 104, 123, 125
- City Traffic Model 100
- Clear Lake-Pacheco-Willows association 35
- CNEL 42
- collectors 101, 133
- commercial 133
- community design 19, 23
- Community Facilities District 133
- compatible architecture 24
- concentric growth 22, 59
- conservation 4, 58, 65, 129, 133
- Conservation (O/C) 64
- conservation easements 66
- Conservation Element 4, 133

INDEX

- construction aggregate 35, 53
- contiguous growth 22, 59
- corporate powers 3
- Council of San Benito County Governments 53, 101, 105
- County Express 96
- County Service Areas 124
- Crestview Drive 104
- critical facility 134
- cultural activities 12

- decibel 40
- density bonus 134
- design 88
- detention basins 122
- development agreements 93
- diagram 4
- dial-a-ride 96
- disaster response 123
- diversified economic base 12
- downtown 23, 31, 70, 71, 79, 81, 83, 84, 86, 87, 90, 93, 102
- Downtown Commercial 90, 93
- drainage improvements 20, 109, 121, 125
- driveways 101, 104

- earth creep 37
- Earthquake Fault-Rupture Hazard Zones 37
- Eastview Road 117
- El Camino Paraiso 117
- electricity 110, 117
- emergency preparedness 108, 112, 118, 123, 127
- emergency shelters 72
- employment 79, 83, 85
- endangered species 63, 68, 136, 147
- energy 58, 65
- energy conservation 70, 72
- environment 58
- equal housing opportunities 70, 72
- ethnic diversity 12
- evacuation routes 113, 123, 127
- expansive soils 60

- factory-built housing 72
- "fair share" 69
- Fairview Road 50, 52, 103, 104, 117
- Falcon Cable 110, 122, 126
- farm trusts 65, 66
- farmland 57
- Farmland of Statewide Importance 33, 137
- Federal Emergency Management Agency 38, 109
- fire flow requirements 109
- fire hazards 40, 41, 53, 57, 60, 66, 123, 137
- fire protection 20, 66, 112, 118, 119, 123, 126
- Fire Protection Master Plan 109, 123, 126
- flood hazards 30, 37, 57, 60, 66, 71, 138
- Flood Zone 8, 30, 38
- flooding 53, 109
- floodplain 52, 61, 65, 109, 138
- floodplains 129
- Fourth Street 44, 52, 95, 103

- Gabilan Mountains 37
- Gabilan Range 50
- gateways 57, 86, 102, 138
- Gavilan College 96, 115, 118
- General Commercial 90
- General Industrial 88
- General Plan Amendments 29
- Gilroy-Bolsa sub-basin 35
- goals 2, 4, 11, 23
- "greenways" 30
- ground rupture 37
- groundshaking 37
- groundwater 37, 108, 116, 120, 121, 138
- groundwater contamination 63
- groundwater percolation 21
- groundwater recharge 35, 139
- growth management 58
- Growth Management Ordinance 17

- Habitat Conservation Agreement 52
- Hawkins Street 112
- hazardous materials 21, 127, 139
- hazardous waste management 123
- Hazel Hawkins Hospital 86, 113
- Health and Safety Codes 72
- herbicides 63
- High Density Residential 75
- Highland Drive 117
- highway 139
- Highway 156 57, 81, 88, 117
- Highway 156 Bypass 103, 104
- Highway 25 52, 57, 81, 103, 104, 112, 117
- Highway 25 Bypass 103
- Highway Capacity Manual 95

- Highway Commercial 91
- Hillcrest Road 95, 117
- Historic Buildings 30, 87, 93
- historic structures 12
- historical significance 21, 70, 71
- Hollister Beltway 100, 104
- Hollister Disposal Company 109
- Hollister Division of Parks 112
- Hollister Downtown Association 93
- Hollister Downtown Strategy and Plan 52, 79, 81, 83, 92, 93
- Hollister Fire Department 112, 123
- Hollister Municipal Airport 13, 46, 71, 89, 96, 99, 102, 105, 122
- Hollister Municipal Airport Plan 97
- Hollister Planning Area 4, 13, 108
- Hollister Police Department 113, 118, 124
- Hollister School District 113, 118
- Hollister sub-basin 35
- hollow letters 25
- Hospital Road 122
- hospitals 124
- housing 69, 87
- Housing Element 4, 140
- housing needs 4, 71, 87
- human remains 25
- hydrology 35
- impact fee 140
- impact fees 115
- implementation recommendations 11
- industrial 140
- Industrial Business Park 89
- Industrial Transitional Area Plan 93
- infill 25, 141
- infill development 22, 59
- infrastructure 19, 22, 25, 29, 59, 70, 76, 125, 141
- initiative 3
- Integrated Waste Management Act 117
- intrusive noise 42
- italic letters 8
- jobs/housing balance 23
- jobs:housing ratio 30
- John Smith landfill 109, 116
- John Smith Road 122
- joint agreements 119
- joint planning areas 30
- L10 40
- LAFCO 13, 23, 142, 151
- Land Conservation Act 33
- Land Use Element 3, 142
- landfill capacity 119
- landmark 141
- landmark structures 86, 93
- Landmarks Preservation Ordinance 24
- landscaping 102, 120
- landslides 37
- Ldn 40, 42
- Leq 40, 42
- level of service 95, 104, 142, 146
- library services 115, 118, 124, 127
- Light Industrial 89
- Line Street 52, 117
- liquefaction 37, 127, 142
- Local Agency Formation Commission 13, 23, 142, 151
- Low Density Residential 73
- mandatory elements 3
- map 4, 25, 73, 92, 105
- Maple Road 117
- McCloskey Road 52, 103, 105
- McCray Street 103
- Measure "A" 100
- Medical Dental Office 91
- Medium Density Residential 75
- Mello-Roos 124, 127, 133, 143
- Memorial Drive 95, 103
- Meridian Street 103, 118
- mineral deposits 35, 53
- mineral resources 131, 143
- minerals 58, 65
- mining 35, 65, 122
- Mitchell Road 122
- mitigation banking 64
- mixed density development 71
- mixed-density development 70
- mixed-use development 70, 71, 86, 87, 93
- mobilehome parks 73
- mobilehomes 72
- Monterey Bay Unified Air Pollution Control District 50, 53, 68
- Monterey Bay Unified Pollution Control District 62
- mutual aid plan 113

INDEX

- Nash Road 52, 95, 103, 117
- National Flood Insurance Program 61, 144
- natural gas 110, 117
- natural hazards 58-60, 66
- natural resources 4, 12, 57, 58, 64, 65, 133
- Neighborhood Commercial 90
- neighborhood park 144
- neighborhood parks 117
- noise 21, 40, 42, 53, 57, 58, 61, 66, 67, 144
- noise barriers 104
- noise contours 42, 45, 47, 48, 54-56
- Noise Element 4, 145
- noise sources 43
- noisiness zones 42
- North Central Coast Air Basin 49
- Northeast Hollister Area Plan 26, 27
- Notice of Non-Renewal 33
- open space 4, 23, 30, 52, 57, 58, 61, 65, 66, 122, 129, 145
- open space buffers 65
- Open Space Element 4, 145
- Open Space/Parks 125
- Pacific Bell 110, 122, 126
- Pacific Gas and Electric 96
- Pacific Gas and Electric Company 58, 110, 122, 126
- Park Hill 37, 108
- Park Hill West Fault 37
- Park Street 103
- park-and-ride 102, 105
- parking 79, 81, 86, 93, 94, 97, 105, 122
- parks 20, 23, 30, 59, 66, 71, 110, 117, 119, 122, 125, 126, 146
- Parks (O/P) 65
- Parks and Recreation Master Plan 57, 112, 117, 122, 126
- pedestrians 101, 105, 112, 118, 126
- performance standards 19, 29, 85, 88, 89, 126, 127, 146
- Performance Standards Ordinance 29, 85, 88, 89, 123, 124, 126, 127
- persons per household 69
- pesticides 63
- physical diversity 12
- Planning Commission 30, 104, 125, 146
- police powers 3
- police protection 20, 113, 118, 119, 124, 127
- policies 2, 4, 11, 23
- population 14, 69, 83, 85, 115
- population projections 53
- Powell Street 118
- premature development 59
- Prime Farmland 33, 59, 66, 136
- prime farmlands 59
- Prospect Avenue 97, 103, 112
- public safety 112, 118
- public services 12, 19, 72, 119
- public transit 101, 102, 105, 152
- Public Works Master Plan 109, 115, 116
- Public/Institutional 124
- Quien Sabe Fault 37
- rail facilities 47, 55, 101
- raptors 63
- recreation 61, 64, 66, 110, 117, 119, 122, 126
- recreational facilities 20
- recycling 126
- Redevelopment Agency 92, 93
- referendum 3
- regional air pollutants 21
- Residential-Planned Unit Development 76
- revegetation 64
- revenue sharing programs 119
- ridesharing programs 101
- Rincon-Antioch-Cropley association 35
- riparian habitat 52
- road maintenance 119
- roadway segments 20, 96
- runoff 148
- Rural Residential 73
- Safe Routes to School 101
- Safety Element 4, 148
- Sally Street 52
- San Andreas Fault 37
- San Benito County 43, 87, 101, 110, 123, 124
- San Benito County Fire Department 112, 123
- San Benito County Joint Unified High School District 113, 118
- San Benito County Sheriff's Department 113, 118, 124
- San Benito County Transportation Plan 95
- San Benito County Water District 108, 116, 121

- San Benito River 13, 21, 35, 52, 107-109, 118, 121, 122
- San Benito Street 44, 95, 103, 117
- San Benito Street Extension 103
- San Felipe Lake 35
- San Felipe Project 108, 120, 121
- San Felipe Road 52
- San Joaquin kit fox 50, 51
- San Juan Road 103, 104
- San Juan sub-basin 35
- San Justo Reservoir 108, 121
- San Tran 96
- sanitary landfill 148
- sanitary sewer capacity 20
- sanitary sewerage capacity 120, 125
- sanitary sewers 107, 115, 120, 125, 148
- Santa Ana Creek 13, 21, 35, 109
- Santa Ana Road 52, 103, 118, 125
- scenic character 21
- scenic corridor 148
- scenic corridors 102
- scenic highway 148, 149
- scenic highways 102
- scenic resources 12
- school districts 101, 105, 113, 118, 119, 124, 127
- schools 71, 118, 124, 125
- second units 72, 76
- sediment accumulation 62
- sediment control 121
- seismic constraints 30
- seismic hazards 21, 37, 53, 57, 60, 66, 71
- signage 81
- signalized intersections 95
- signs 88
- slopes 30, 71
- small town character 57
- small-town characteristics 12, 17, 19
- SOI 13
- soils 35, 52, 150
- solid waste 109, 116, 122, 150
- solid waste collection 20
- solid waste disposal 20, 71
- Sorrento-Yolo-Mocho association 35
- sound walls 102
- South Street 104, 107
- Southern Pacific 13, 96, 102, 105
- Southern Pacific rail line 46
- Southside Road 52, 95, 104, 108, 117, 122
- Special Commercial 91
- special housing needs 72
- special status species 63
- Specific Plan 26, 150
- Sphere of Influence 13, 26, 151
- sports facilities 110
- State Highway 156 Bypass 13
- State Highway 25 13
- State Mining and Geology Board 35, 131
- storm drainage 109, 116, 121, 125
- storm runoff 151
- stormwater runoff 53
- stream corridors 30
- street trees 23, 30, 57, 112, 152
- streets 151
- streetscape improvements 24, 31, 79
- subdivision 3, 151
- Subdivision Ordinance 29, 76, 92, 105
- substandard housing 72
- Sunnyslope County Water District 107, 108, 116, 120, 121
- Sunnyslope Road 103, 112, 117
- Sunset Drive 112
- Sunset Road 103, 117
- Surface Mining and Reclamation Act 35
- telephone service 110, 117
- Tequistquita Slough 13
- topography 33, 152
- tourism 87
- traffic impact fee 100
- traffic impact fees 105
- trails 59, 122, 126
- Transfer of Development Credits 23
- transfer of development rights 65
- transit service 96
- Transit Terminal 102
- transitional housing 72
- transportation 95
- transportation networks 86
- Transportation Research Board 95
- Tres Pinos Fault 37
- Tres Pinos Road 104
- truck route 153
- truck routes 101, 104, 105
- U.S. Bureau of Reclamation 121
- U.S. Fish and Wildlife Service 52, 63, 68
- Uniform Building Code 60, 66, 153

INDEX

Union Road 52, 95, 103, 104
unsignalized intersections 95
urban design guidelines 79
urban development 19
urban growth management agreement 59
Urban Reserve 25, 26
Urban Reserve (UR) 65
Urban Reserve Overlay 26
Urban Service Area 26, 65
utilities 60, 64, 110, 117, 122, 126
utility services 20
utility systems 71, 86, 92

Valley View Road 117
vanpools 101
vehicle/capacity ratio 20, 96
view corridor 154
visual qualities 12, 52, 57, 64, 68
visual quality 23
volume-to-capacity ratio 154

wastewater collection 115, 119, 125
wastewater collection system 107
wastewater treatment 115, 119, 125
wastewater treatment capacity 20, 120, 125
wastewater treatment facilities 71
wastewater treatment plant 120, 124
water 58, 65
water conservation 72, 120
water storage capacity 108, 109, 116
water supply 19, 60, 66, 108, 116, 120, 123,
125, 126, 131
water treatment plant 116, 121
West Fairview Road Specific Plan 27
Westside Boulevard 95, 103
Westside Boulevard Extension 103
wetland areas 21
wetland preservation 21
wetlands delineation 63
wildlife habitat 21, 57, 139
wildlife habitats 63, 68
Williamson Act 23, 33, 154
Wright Road 52, 105

Zone 6 108
zoning 3, 72
Zoning Ordinance 29, 76, 92, 105

U.C. BERKELEY LIBRARIES



C124916492

